

ROYAL NAVAL DIVISION.
PUBLIC SCHOOL BATTALION.
THE ADMIRALTY have given
Official permission for raising a
Battalion of 1,000 men, which will be
strictly limited to Public School or
University Men and who will serve
together as a Unit.
Training is now going forward.
Applicants desiring to enlist should
apply at once to
ROYAL NAVAL DIVISION,
5, 7 and 8, Old Bond Street, W.
God Save The King.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

ASK FOR
SWALLOW &
ARIEL'S
BISCUITS,
JAMS
AND
CAKES.
Made from the finest Australian
Flour and Fruit.
ALEX. ROSS & Co.
[764]

No. 18,200.

號百二千八萬一第

日六十月八年辰丙

HONGKONG, WEDNESDAY, SEPTEMBER 13TH, 1916.

三拜禮

號三十月九年五國民華中

PRICE, \$3 PER MONTH.

THE HOME MAILS.

TO ARRIVE:
Sept. 13th. Europe (French Mail), per
s.s. PAUL LEGAT.
Sept. 14th. Europe (English Mail), per
s.s. SARDINIA.
Sept. 15th. Europe via Siberia, per s.s.
"Lucifer".
TO DEPART:
Sept. 13th. Europe via Siberia, at 4
p.m., per s.s. PAUL LEGAT.
Sept. 14th. Formosa via Keelung,
Shanghai, Nagasaki, China,
Japan via Nagasaki, United
States, Canada, South American
via Victoria, and United
Kingdom via Canada, at 1
p.m., per s.s. MANITA MANU.
Sept. 14th. Europe via Siberia, at 2
p.m., per s.s. SARDINIA.
Sept. 14th. Europe via Siberia at 3
p.m., per s.s. SINKIANG.
Sept. 20th. Shanghai, North China,
Japan via Nagasaki, Victoria,
Vancouver, United
States, South America, and
United Kingdom via Canada,
at 10.30 a.m., per s.s.
"Empress of Japan".
Sept. 20th. Europe via Siberia, at 10.30
a.m., per s.s. "EMPEROR OF
JAPAN".
N.B.—For further returns and for Mails to
and from the Coast Ports, Manila,
Siam, etc., see the Post Office Notice
on the last page of this issue.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 37½ lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. 880

JUST LANDED.

**JOHNNIE
WALKER
WHISKIES.**

BLACK LABEL,
RED LABEL,
WHITE LABEL.

SOLE AGENTS:

**CALDBECK,
MACGREGOR & Co.**
WINE & SPIRIT MERCHANTS.

Telephone No. 76.

**PEAK TRAMWAY COMPANY,
LIMITED**

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 10 " "
10.00 " " 11.00 " " 10 " "
11.00 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "
NIGHT CARS.
8.50 p.m. and 9.00 p.m. 8.30 to 11.30 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.
7.30 a.m.
8.00 " " 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 15 " "
12.00 noon to 1.00 p.m. " " 10 " "
1.00 p.m. to 5.00 " " 15 " "
5.00 " " 8.00 " " 15 " "
8.00 " " 7.00 " " 10 " "
7.00 " " 8.10 " " 10 " "
NIGHT CARS on Week Days.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangements at
the Company's Office, Alexandra Building,
Des Voeux Road Central.
Season and punch tickets available for all
travellers already full-time at the time
stated in the Company's time-tables, but
not for special cars, can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order representing
Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers. 800

MITSUBISHI DOCKYARD AND ENGINE WORKS.

J.A., A.B.O., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Steam Manganese, Bronze Castings,
Farson's Steam Turbines and Turbo-Alternators, etc.

NAGASAKI.
TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.
Docks No. 1. Docks No. 2. Docks No. 3.
Length on Keel Blocks ... 610 feet 350 714 feet.
Width of Entrance on bottom ... 77 " 88 " 44 "
Water on Blocks at Spring Tide ... 20 " 20 " 20 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 13 knots.
Two Floating Cranes of 80 and 30 tons each, besides 150 tons Giant Crane.

KOBE.
TELEGRAPHIC ADDRESS: "DOCK," KOBE.
FLOATING DOCKS.
Lifting Power ... No. 1 7,000 tons. No. 2 10,000 tons.
Max. Length of Ship taken in ... 400 feet 580 feet.
Max. Breadth of Ship taken in ... 66 " 66 " 66 "
Max. Draft of Ship taken in ... 22 " 22 " 22 "
The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimoda).
TELEGRAPHIC ADDRESS: "DOCK," SHIMODA.
GRAVING DOCK.
Length on Keel Blocks ... 583 feet 0 inch.
Breadth at Entrance on bottom ... 66 " 0 "
Depth of Water on Blocks at Spring Tide ... 25 " 7 "
Floating Crane capable of lifting 20 tons weight.
THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS
are closely connected with each other, enabling them to co-operate in the prompt execution
of work and to suit the convenience of customers.
Any Orders will be promptly attended to and Estimates sent on application. [743]

THE KAILAN MINING ADMINISTRATION.

Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS,
BUNKERS AND HOUSEHOLD PURPOSES.
KAIPIING COKE:

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST **FIREBRICKS** GRADE
FIRECLAY.

STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD: MAISHAN, HONGKONG
TELEPHONE NO. 1030.
DODWELL & CO., LTD.,
AGENTS. [38]

SOUTH MANCHURIA RAILWAY.

TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY
OPENED TO THE TOURIST AND HOLIDAY-MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE
FAR EAST AND EUROPE IS STILL VIA THE
SOUTH MANCHURIA RAILWAY.

Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the THIRICE-WEEKLY EXPRESS TRAIN SERVICE has been
temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed
of specially equipped Dining and First and Second Class Sleeping Cars, is operated between
Dairen and Changchun in connection with the Trans-Siberian Express Trains and with
Dairen-Seton (Taipingao) Shanghai Mail Steamer Service by the S.S. "SAKAKI MARU"
and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND.				SOUTH BOUND.			
Station	Time	Station	Time	Station	Time	Station	Time
Dairen	7.15 a.m.	Yamato Hotel	8.15 a.m.	Dairen	7.15 p.m.	Yamato Hotel	8.15 p.m.
Port Arthur	8.15 a.m.	Changchun	9.15 a.m.	Port Arthur	8.15 p.m.	Changchun	9.15 p.m.
Mukden	9.15 a.m.	Harbin	10.15 a.m.	Mukden	9.15 p.m.	Harbin	10.15 p.m.
Qiqihar	10.15 a.m.	Changchun	11.15 a.m.	Qiqihar	10.15 p.m.	Changchun	11.15 p.m.
Changchun	11.15 a.m.	Dairen	12.15 p.m.	Changchun	11.15 p.m.	Dairen	12.15 p.m.
Dairen	12.15 p.m.	Yamato Hotel	1.15 p.m.	Dairen	12.15 p.m.	Yamato Hotel	1.15 p.m.
Port Arthur	1.15 p.m.	Changchun	2.15 p.m.	Port Arthur	1.15 p.m.	Changchun	2.15 p.m.
Mukden	2.15 p.m.	Harbin	3.15 p.m.	Mukden	2.15 p.m.	Harbin	3.15 p.m.
Qiqihar	3.15 p.m.	Changchun	4.15 p.m.	Qiqihar	3.15 p.m.	Changchun	4.15 p.m.
Changchun	4.15 p.m.	Dairen	5.15 p.m.	Changchun	4.15 p.m.	Dairen	5.15 p.m.
Dairen	5.15 p.m.	Yamato Hotel	6.15 p.m.	Dairen	5.15 p.m.	Yamato Hotel	6.15 p.m.

* Russian Train Time is 25 minutes faster than S.M.R. Time.
The above fares do not include the Express Train North Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun
at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class
Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen,
Port Arthur, Mukden, Changchun, and Harbin (the finest sea-side resort in North China),
all under the Company's Management.
TICKET AGENTS.—The Company's Railway and Steamer Tickets are obtainable
at all the Agencies of the INTERNATIONAL TRAVELLING CAR & EXPRESS TRAVEL CO.;
Messrs. TROTT, COOK & SON; the NIPPON TRAVELLING CAR & EXPRESS TRAVEL CO.;
Shanghai, from whom all information, time-tables, pictorial guide-books, etc., can be obtained
free, or direct from the—
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTRAVEL." Code: A.B.C. 5th Ed. A1, and Lieber's

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots,
and also at Aikong, Chefoo, Shanghai, Hongkong, Manila, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[89]

KELLY & WALSH, LTD.

DOLLARS INTO STERLING
AND
STERLING INTO DOLLARS.

EXCHANGE TABLES

at different rates
FROM 1s. 3d. to 3s. 8d.
Ascending by one-sixteenth of a Penny
\$3.00
KELLY & WALSH, LTD. [14]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.
Single Fare by Night Steamer ... \$6.00
Return " " (available also for return
by day steamer) ... 11.00
Single Fare by Day Steamer ... 5.00
Return " " ... 9.00

HONGKONG TO CANTON. CANTON TO HONGKONG.
WEDNESDAY, 13TH SEPTEMBER, 1916.
8 a.m. HONGKONG. 8 a.m. HONGKONG.
10 p.m. KINSHAN. 10 p.m. KINSHAN.
THURSDAY, 14TH SEPTEMBER, 1916.
8 a.m. HONGKONG. 8 a.m. HONGKONG.
10 p.m. KINSHAN. 10 p.m. KINSHAN.

HONGKONG-MACAO LINE.
S.S. "TAISHAN," Tons 2,008. S.S. "SUI TAI," Tons 1,351.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

EXCURSION TO MACAO.
SUNDAY, 1916.
The Company's New Steamship
"TAISHAN"
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return
from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.
and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.
FARES AS USUAL.

MACAO-CANTON LINE.
S.S. "SUI AN."
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.**

CANTON-WUCHOW LINE.
S.S. "SAINAM," 683 tons, and S.S. "NANNING," 589 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round-trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sundays excepted) 9 a.m. to 6 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [123]

WISEMAN, LTD.

FRESH ARRIVALS THIS WEEK OF
CADBURY'S CHOCOLATES.
MACKINTOSH'S TOFFEE.
FRY'S CHOCOLATES.
A LARGE ASSORTMENT OF
GIMBALL'S DELICIOUS AMERICAN CANDIES.
SOUTHWELL'S JAMS IN GLASS JARS AND
PEEK FREAN'S BISCUITS. [18]

JUST RECEIVED.
FRESH Supply of FLOWER and
VEGETABLE SEEDS.
GRACA & CO.
No. 4, WYNDHAM STREET.
[861]

ON SALE
HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session, 1915.
REVISED BY THE MEMBERS.
PRICE ... \$5
DAILY PRESS OFFICE.

HOTELS

**HONGKONG
HOTEL**
AND
GRILL ROOM.
J. H. TAGGART,
Manager.

**KING EDWARD
HOTEL**
CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIFTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."
J. WITCHELL,
Manager. [25]

PEAK HOTEL.
1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and
TOURIST HOTEL. Unrivalled for
Comfort, Health and Convenience. Telephones
in every Room, prompt connection maintained
by six lines to Central.
Fifteen minutes from Principal Landing
Stage. Moderate Tariff and Excellent Cuisine.
Roof Garden, and Social Rooms. European
Runners meet Steamers.
P. O. FEUSTEL
Manager. [181]

VICTORIA HOTEL
CANTON.
Situated on the British Concession,
Shamoen.
The only European Hotel in
Canton.
Guides and Chairs provided.
Every information and special
attention given to Tourists.
Reasonable Rates.
Under the personal Management
of Mr. and Mrs. Geo. E. EYLES.
[82]

SAVOY HOTEL
21, BROADWAY, SHANGHAI, CHINA.
THE BEST MEDIUM-PRICED HOTEL
in the City. Near to everywhere, and
providing all modern conveniences.
American or European Plan.
Rates \$4 and \$5 per day.
Special terms to monthly guests.
Cable address: Telephone No. 2510
SAVOY C. A. BIDDLE/
Manager. [85]

NEW CARTRIDGES.
BY popular English Manufacturers.
In all Bore and Size.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to 55SG. at \$6, \$7 and
\$7.50 per 100. SPORTING REQUISITES
and ALIBGUNS in Variety.
Inspection invited.
WM. SCHMIDT & Co.
[841]

FRENCH LESSONS
G. MOUSSON,
15, MORRISON HILL ROAD.
[1043]

INTIMATIONS



Ten Victor Records which
should be in every home

17908—(L'Arlésienne Suite ... (Bizet) Part 4. ... Vessella's Italian Band.	
(Caprice Espanol ... (Beaumont)	
17784—(Twilight—Crepusculo ... Violin—Cello—Harp ... Florentino Trio.	
(Albion Lull ... Violin—Flute—Cello—Harp ... Florentino Trio.	
17939—(Norma—Fantasia ... Harp Solo ... Lullatino.	
(Lucia—Prelude ... Harp Solo ... Lullatino.	
74400—(Lucia—Visi d'arte ... Harp Solo ... Lullatino.	
87218—(Cielo Turchino ... Harp Solo ... Lullatino.	
87030—(Madame Butterfly ... Butterfly's Death Scene ... Geraldine Farrar.	
84135—(Mennet (Madyn) ... Violin solo ... Mische Eiman.	
74182—(Thais—Intermezzo ... Harp Solo ... Kreisler.	
81664—(When the Boys come Home ... Harp Solo ... Evan Williams.	
70116—(Bonnie Maggie Tamson ... Harp Solo ... Harry Lauder.	

MOUTRIE'S
VICTOR AGENTS. [39-3]

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS

TO-NIGHT! TO-NIGHT!!
COMMENCING AT 9.15 P.M. SHARP.

A FAREWELL PERFORMANCE

OF
WOLSELEY CHARLES' RENOWNED COMPANY,

"THE SCAMPS."

PRICES AS USUAL.
BOOKING AT MOUTRIE'S. [119]

BOXING!

CITY HALL.
SATURDAY, Sept. 16th, 1916, COMMENCING AT 9.15 P.M. SHARP. DOORS OPEN 8.30 P.M.
For the Heavyweight Championship of the Colony.

ROUNDS CONTEST

CORPL. SCOTT, K.B., v. SEAMAN HIGGS.

Champion, 10 ROUNDS CONTEST

For the Lightweight Championship of the Colony.

SAPPEE RICHARD, K.B., v. SEAMAN ISAACS.

Lightweight Champion.

10 ROUNDS CONTEST

PTE. BEERY v. PTE. COTTON.

Bantam Champion of the Colony.

8 ROUNDS CONTEST

PTE. THOMAS v. PTE. PLANT.

Light Heavyweight of the 4th K.S.L.I.

6 ROUNDS CONTEST

KELLY Tong, Hongkong, v. YOUNG ALFREDO, Manila.

BOOKING AT MOUTRIE'S.

PRICES: \$5, \$3 AND \$2. Soldiers and Sailors in uniform \$1.

G. GOLDSBOROUGH, Promoter.

IS THIS

YOUR SMOKE?



IT'S THE BEST.

THE NEED OF A STANDARD COIN.

COMMENTS BY THE CANTON COMMISSIONER OF CUSTOMS.

In his report on the trade of Canton during 1915, Mr. H. F. Merrill, Commissioner of Customs, says:

"The local exchange market, with its great variety of currency, offers great chances to the speculator and to the manipulator; and to him who would make a business of profiting by the fluctuations of exchange in the daily quotations of Hongkong notes, bank of China notes, the several eight kinds of dollars notes, which are in use here, the various grades and different mixtures of silver or less chopped dollars, the 20-cent pieces, the 10-cent pieces, and the copper cents, the non-professional trafficker in exchange, coming into the market either to pay or to sell, to borrow or to lend, falls an easy victim. Hongkong notes maintained their position as the most valuable form of currency, though the advantage in their favour was considerably lessened during the year."

"The need of a standard coin, authority being recognised as the basis of value, has been strongly demonstrated by the difficulties and disputes which have arisen during the year in connection with the rates at which bank-notes have been taken in payment of Customs duties; and a strong effort has been made to have the Chung Yang, or new Republican dollar, officially declared to be the standard of value. Sterling exchange opened at 1s. 9d. to the Hongkong dollar in January; and only slight changes took place until about the end of August, when a gradual rise began which took the dollar to 1s. 11/2d. before the end of December. Exchange on Shanghai went through remarkable fluctuations—the quotation in January was as high as 80 candareens to a dollar; it stood in the vicinity of 79 until September, when it fell to 74; it went down 1 candareen in October, and dropped to 74 at the end of November—recovering to 75 in December."

Bank-notes continued to pass current in the market at considerably higher value than the coins represented by them—a promise to pay 100 Hongkong dollars, conveyed, it may be, on a filthy tattered rag, exchanging in the market for from 105 to 104 of the very dollars promised; the value of course, redeemable at the bank of issue at face value only. It is difficult to account satisfactorily for this anomalous state of affairs; for the greater convenience, in handling and transportation, of bank-notes, and the security they offer against loss by counterfeit coins, are not elsewhere valued at anything like so high a premium. In the case of the Bank of China notes, the premium over coin was only 3/10 to 4/10 of 1 per cent.—a premium which may, perhaps, be accounted for on grounds of convenience and security against counterfeit."

THE TWO RHODESIAS.

AMALGAMATION PROSPECTS.

In view of the petition which has been addressed to the Secretary of State for the Colonies from Hongkong in favour of a more representative form of Government, it is interesting to notice the proposals which have recently been made in connection with the project for amalgamating Northern and Southern Rhodesia.

Lord Buxton, the High Commissioner, speaking on the subject at Bulawayo, said that in the event of the vote of the Legislative Council on the subject not being unanimous it would certainly be his duty to scrutinise carefully the constitution of the majority and give the greater weight to the voice and views of the representative members.

Under the terms of the draft "Rhodesia Order in Council" and the draft of a proposed agreement between the Secretary of State for the Colonies and the British South Africa Company, the latter pledged itself to meet from sources other than the public revenue any deficit in the administrative accounts of Northern Rhodesia. In the enlarged Legislative Council, Northern Rhodesia is to be granted three seats, the number of elected members being thus increased to 15; on the other hand, only a single additional nominated member will be introduced—a representative of the Northern Rhodesians—so that the elected members will have a representation of 15 as against seven.

The electoral system of Southern Rhodesia is to be made generally applicable to the united Territory. Under this system provision is made for the increase of the number of elected members to a maximum of 30, in keeping with the growth in number of registered voters from time to time. Northern Rhodesia, of course, is granted a larger measure of representation to begin with than could be claimed on the electoral basis, and it is stipulated that in any readjustment of seats its members shall not be reduced below three. The terms of the Order with regard to the nominated element is surprisingly liberal. It is proposed that the same ratio as at the outset—namely, 15 to 7—shall be preserved as far as possible, and that where that is not possible the advantage should be on the side of the electorate; so that at all times the official representation will be fractionally less than one-third of the total number of members.

Though "some" is recognised as an Americanism to day, it has really been borrowed from us—one of our verbal emigrants that has found a wider application in a new environment, and visits us now with a "made in U.S.A." stamp on it. The word is still part of the vernacular of Devon (Teign Valley district), where you may be greeted by "If did rain sum (some)," to indicate the extent of a recent downpour. Devonshire has furnished the United States with other verbal emigrants, such as "guess," "calculate," and "reckon," all now branded as American goods.

TYRANNY OF THE YOUNG TURKS.

SECRET MOVEMENT FOR ITS OVERTHROW.

SYMPATHY WITH ARAB REVOLT.

The movement in Constantinople against Enver Pasha and the Committee of Union and Progress is rapidly gaining strength (says *The Times* correspondent in the Balkan Peninsula). The Old Turk Party has latterly been reinforced by the clandestine accession of many important persons, who, while openly professing loyalty to the policy of the Young Turks, secretly favour the cause of the Entente, and steadily aim at the overthrow of Enver and his partisans. Their resolve to put an end to the present régime has been quickened by the prospect of the approaching ruin of Turkey. Once their plan is accomplished, they would immediately ask for peace in the hope of obtaining comparatively favourable terms from the Entente Powers and averting the impending catastrophe.

The design, however, has hitherto been frustrated by the rigorous measures of precaution taken by the Young Turks and the Germans, and it is now recognized that in the present circumstances an effort to revolt would have no chance of success. Meanwhile Enver remains master of the situation and spreads terror on every side. Executions, open or secret, are almost of daily occurrence.

For the present Enver's enemies dissimulate their hostility to the Government while secretly fostering the growing discontent. Demonstrations of Moslem women have been organized, who besiege the Ministry of War, crying, "Give us back our husbands, sons, and brothers." The Ulema, with the Sheikh-ul-Islam, stand aloof from the Government. They are much excited at the Arab revolt, which they attribute to Enver's pro-German policy and anti-Islamic tendencies. They sympathize with the Grand Sheriff, who, they hope, will proclaim himself Caliph and obtain the recognition of the Moslem world. Such action would probably lead to momentous events in Constantinople. The dissensions among Young Turk coteries have latterly become more pronounced.

Considerable supplies of flour, haricots, maize, and other provisions have latterly arrived from Samson, Sinope, Ineboli, and other Anatolian ports. The comparative abundance of foodstuffs, which is indicated by the fall in price of bread, has relieved the public mind of anxiety with regard to the imminence of famine, but it fails to remove the gloomy impression caused by the progress of the Arabian revolt, the fall of Erzerum, and the disasters of the Austrian Army. The Government endeavours to combat this feeling by issuing accounts of imaginary victories on all fronts, which, however, fail to impress the upper classes. The multitude exists in a state of blissful ignorance and finding enough to eat and profiting by a slight revival of business, remains fairly tranquil.

DINNER AND DRESS.

Mr. J. W. Robertson Scott, in an interesting article in *The World's Work*, urges that it is of the very essence of "gentlemanliness" to be economical, and he says that the thing that prevents most of us from being economical is just cowardice. Simplicity of life, he observes, has often gone along with nobility of character and genius, and it is usually the ordinary person who is lavish for lack of originality or strength of character. Taking dining out, which is one of the big sources of expense, he declares this to be the most obvious nonsense and vulgarity. In a measure it provides the means for social intercourse; but often conversation at dinner is an absolute failure and frequently only a very moderate success. If people meet only for a gossip talk why he asks, burden them and their hosts with great meals? "If it were not for the burden of dinner giving and dinner giving and as the acknowledgment of dinner giving, social gatherings which now take the form of dinners would be smaller and more attractive. There would be eliminated from the lists of guests all 'the people we ought to ask' and there would remain 'the people we wanted to meet.' Obviously the 'dinners' would be ever so much jollier."

He condemns the costly stimulants which accompany the over-stimulating fare at formal dinners and adds, "Whatever may be thought about the use of them *per se* it cannot be doubted that the King has done the right thing in setting the example of doing without them in time of war."

Mr. Robertson has also some unorthodox views on women's dress, which he thinks might surely be standardised to some degree. Women spend so much of their time over clothes, he concludes, because there is no definiteness in their dress. He has lately been on a visit to China and Japan, and his experiences and observation of women's dress in these countries leads him to say some nice things about what he saw worn at Peking and Tokyo. He writes:

"For generations the dress of the Chinese woman—long coat and trousers and obi—has remained practically the same. Only the materials have changed. And she shall pretend that Western women, with all the tremendous energy, not to speak of the time, they give to planning and choosing their clothes, have achieved more artistic results? Honestly must compel an impartial person to admit that there is no dress at once so dignified, so hygienic, so artistic, and so comfortable as the Chinese lady's. If the result of centuries of Western subjection to fashion plates be only to be badly defeated by the wearer of a standardised dress, why not admit the fact and try to do something in the way of standardisation too? Undoubtedly, with sweeping reforms made in our eating, drinking and dressing, we should have moved a considerable distance on the high road to simplicity."

THE JOURNEY HOME.

HOSPITAL SHIPS AND TRAINS.
PERFECT ORGANIZATION.

There is a great dock basin on the south coast that harbours a fleet of ships almost unknown before the war. They are white-painted, and round their sides is a broad green stripe broken at intervals with the Red Cross of mercy. When war blazed out on the Continent we had but few of these ships, and steps were taken to supply what would obviously become a great need. So this fleet of mercy was formed, and now it carries its sad freight over the seven seas away from the roar of the guns and the stunner of the mitrailleuse to the quiet of the long white hospital wards in England. They are part of a marvellous organization.

Private Atkins climbs from the firing step and looks over the parapet and under the wire in front. He hears a sound for all the world like an underground train coming through the tunnel before it reaches a station, and then there is a crash that defies all description. Some one must have filled the tunnel up and the train has charged it. That is what Private Atkins thinks. In reality he has in a twinkling of an eye changed his state. He has become absorbed by the marvellous organization. Presently he is placed in an arm and ticketed and taken to a galley where they add cryptic initials to the red ticket tied to the second button of his tunic. It now reads, "G.S. Head, S. thigh and L. arm." In the words of the surgeon, Atkins has been collecting things. From now on Atkins loses all power of volition. He is handled by many people like a very delicate and fragile piece of merchandise. He is loaded on to motor-ambulances and taken off again, and put on to trains that hurry him to the sea-board as if he were perishable goods, which, after all, he is. Then he is carried on board a hospital ship, and for 12 hours at least he has comparative peace.

SYSTEM AS WATCHWORD.

These ships were never meant to carry anyone more sick than the usual cross-Channel tripper, but the brains and ingenuity of a wonderfully adaptable set of men have transformed them into floating hospitals, with all the comforts and the conveniences of an inn on land. The saloon has been converted into a long ward and all the floor space is taken up by the swinging cots. The social hall above is another lull and in every corner of the boat there are beds. The R.A.M.C. men look upon all cases as "cots" and "sitters." The sitters are those who can sit up and fend for themselves. The cots are the men who have to be fed and tended by the orderlies. One of these ships loaded 300 of both kinds in 35 minutes one day last month. System is the watchword of the medical service, and the very men who toil up the long gangways with the stretchers have absorbed this system until they are machine-like in their movements. Colours, needless to say, take a great deal more handling than the others, and for that reason there are life-floats in these ships to take the stretchers up and down from the lower decks. Doors have been widened to give free passage and the whole construction of the vessel has been altered.

From France to England is a matter of about 12 hours at the most. To some it is 12 hours of hell, but others are able to appreciate their position better, and many anxious eyes are strained to catch the cliffs of Dover or the rolling Sussex downs. When the ship reaches the quay there is another invasion of stretchers, and in an hour every wounded man is evacuated. They are carried down the long canvas-roofed gangways to the wharf and taken through a vestibule to a series of bays. These bays are built like a scene on a theatre stage with no roof of their own and only three sides. There is even a fire-place to complete the stage effect. On the "prompt" side there is a table piled with forms and there a doctor sits through all the day filling in forms and recording all that has to be recorded when a man comes in. The bays are each filled with one class, and in one there are a number of cases where the wound is in the head and a trephining operation has been carried out. In the next compartment are a number of Amies, in the next 30 or 40 "sitters." Sometimes at the end of the bays there are a number of men in grey uniforms, silent and dazed most of them, but receiving the same attention as the others. These are German prisoners who have been wounded and captured. They are sent to special hospitals, and for the most part are quiet and grateful for all that is done for them.

Among the particulars taken when the men are put in the bays are details as to their native towns. And here the War Office shows itself more human than most people believe it. Whenever it is possible a wounded man is sent to the town from which he came, so that he can be near his friends and relations. When this is not possible he is sent to the hospital nearest to his town. Sometimes there are a large number of men of one regiment who have been enlisted in one country. When the number is sufficiently large to warrant it the hospital train makes a special trip and takes them all the way home. This procedure is contingent on the vacancies in the hospitals.

THE TRAIN OF MERCY.

Opposite the sick bays are the trains. One has come to look upon a hospital ship as something permanent, with a crew and captain and a staff of medical officers that never leave her except in cases of transfer, when they are replaced. Somehow the public do not see the hospital train in the same way. It is a fact, however, that these trains are in every way as permanent as the ships. They are never broken up, and they have their crews and medical staff, their cooks and nurses. Each train is composed of five coaches, lettered from A to E. In each there are 20 cots, and these are numbered from 1 to 100. Each coach is a ward on wheels, and the whole train is a complete hospital ready for any emergency in the way of operations or dressings. There is even a bath.

(Continued on next column.)

VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C., R.E.V.R.

MUSKETY.

It is notified that the afternoons of the undermentioned dates have been allocated to units as under for Firing Part 1 of the annual musketry course at King's Park Range. All members, including those ordinarily exempted, but excluding those exempted under medical certificate, will parade with their units on the dates named. The hour of parade will be given in further orders.

The Company Sergeant-Major or Company Quartermaster will attend with the units of their Company. Officers in command of Platoons will be responsible for the transport of their unit from Hongkong to the range, and will make the necessary arrangements regarding ammunition, firing point registers, and sand bags, etc. The Sergeant in charge of the Signalling Section will arrange for a signaller to be in attendance on each date. Drill order will be worn at all parades for musketry. Units, excepting Kowloon residents, detailed for the week ending 3rd September will parade at Blako Pier at 3.45 p.m. Members residing at Kowloon will parade at the King's Park Range at the 100 yards firing point at 4.10 p.m.

DATES FOR MUSKETY.

Company.	Platoon.
18th Sept., Monday.	A 1
19th Sept., Tuesday.	A 2
20th Sept., Wednesday.	A 3
21st Sept., Thursday.	A 4
22nd Sept., Monday.	B 5
23rd Sept., Tuesday.	B 6
24th Sept., Wednesday.	B 7
25th Sept., Thursday.	B 8
26th Oct., Monday.	A 1
27th Oct., Tuesday.	A 2
28th Oct., Wednesday.	A 3
29th Oct., Thursday.	A 4
30th Oct., Friday.	A 5
31st Oct., Monday.	A 6
1st Nov., Tuesday.	A 7
2nd Nov., Wednesday.	A 8
3rd Nov., Thursday.	B 9
4th Nov., Friday.	B 10
5th Nov., Saturday.	B 11
6th Nov., Sunday.	B 12
7th Nov., Monday.	B 13
8th Nov., Tuesday.	B 14
9th Nov., Wednesday.	B 15
10th Nov., Thursday.	B 16
11th Nov., Friday.	B 17
12th Nov., Saturday.	B 18
13th Nov., Sunday.	B 19
14th Nov., Monday.	B 20
15th Nov., Tuesday.	B 21
16th Nov., Wednesday.	B 22
17th Nov., Thursday.	B 23
18th Nov., Friday.	B 24
19th Nov., Saturday.	B 25
20th Nov., Sunday.	B 26
21st Nov., Monday.	B 27
22nd Nov., Tuesday.	B 28
23rd Nov., Wednesday.	B 29
24th Nov., Thursday.	B 30

G. H. WAKEMAN, Major,
Commanding, R.E.V.R.

HONGKONG POLICE RESERVE.

MOUNTED POLICE RESERVE.

All ranks will report at Stables at 5.45 p.m. on Friday, September 15th. COMPANY PARADES, CENTRAL STATION, 5.45 P.M.

No. 1 Company—Thursday, September 14th, and Thursday, September 21st.
No. 2 Company—Friday, September 15th, and Wednesday, September 20th.
No. 3 Company—Wednesday, September 13th, and Friday, September 22nd.
No. 4 Company—Thursday, September 14th, and Monday, September 18th, and Friday, September 22nd.
Ambulance Platoon—Monday, September 18th.

REFRIG.

No. 3 Company will attend at the Armory at 5.30 p.m. sharp on Wednesday, September 13th, and return rifles for inspection.

AMBULANCE PLATOON.

All ranks will attend in plain clothes for Stretcher Drill at Central Station on Wednesday and Friday, September 13th and 15th, at 5.30 p.m.

BAND.

Band Practise—Friday, September 15th. F. O. JENKIN, D.S.P. (R).

The medical officer in charge of the train has his quarters in the front coach, not one of the ward coaches, but an additional one. He has a small sitting-room, a bedroom, and a lavatory all *en suite*. He even has a telephone, and can ring up the orderlies' rooms and the pharmacy car. There is an office where a typewriter clicks as the wheels click over the rails. In the orderlies' quarters there is a canvas singing-in-a-train endeavour to drown the roar of the train. There is a gramophone and a library as well. Some of these men have lived in these quarters for nearly two years and have travelled thousands of miles to all parts of Britain. One of the men started keeping a way-book to show him the number of miles he had travelled and the different towns he had been to. The rise in the price of paper and the cramped room for storage upset his plan and now he contents himself with buying picture post-cards as a record. There are two cots on each train and meat rations can be cooked for 200 men on the gas-stoves. There are also canteens that would make a housewife envious. Every time the train completes a journey the sheets and bedding are all changed. In cases where there is infection they are immediately sprayed with formalin and afterwards treated to a thorough disinfecting.

They are queer passengers, these men from the battlefields of France, and they are all very brave. You may stand in between long lanes of cots occupied by men in the agonies of broken limbs and gaping wounds, but you will hear never a murmur of pain. There is the inevitable cigarette stuck in the corner of the most tightly bandaged mouth, and each man holds tight to a calico bag that contains the ditty-box of the sailor. In this bag are all his most treasured belongings, and even if he had both arms bandaged and useless he would carry it in his teeth rather than leave it in the custody of the storeman at the base.

At Waterloo the last shift is made and the men are carried, those that cannot walk, to the waiting ambulances, and motor-cars which take them to the hospital. The marvellous organization has finished with them, but it goes on just the same, handling in this precious human freight, bringing it back to be made sound again. It is a great and wonderful system.—*Times*

THE HELENA MAY INSTITUTE FOR WOMEN.

OPENED BY LADY MAY.

SPEECH BY THE GOVERNOR.

The Helena May Institute for Women was opened by Lady May last evening with a golden key, in the presence of a large and representative gathering. Those present included:—H.E. the Governor and Lady May; Miss May; the Bishop of Victoria (Dr. Lander); Sir William and Lady Rees Davies; the Colonial Secretary (Hon. Mr. Claud Severn); the Hon. Mr. J. H. Kemp (Attorney-General) and Mrs. Kemp; the Hon. Mr. H. E. Pollock, K.C., and Mrs. Pollock; Mrs. Edkins; Sir Robert and Lady Ho Tung; the Hon. Mr. Lau Chu Pak, Mr. E. Relphe, etc., along with the two generous donors, Mr. Ellis Kadoorie and Mr. Ho Kom Tong.

Speaking from the steps of the building, Mr. Ho Kom Tong said:—Your Excellency, Lady May, ladies and gentlemen.—It is a pleasure as well as an honour to me to be the spokesman on this occasion on behalf of Mr. Kadoorie and the others of us who have made ourselves responsible for the purchase of this site and the erection, furnishing and part endowment of this building. It is only fair to say at once that the brunt of the burden has been shouldered by Mr. Kadoorie, who has, from the beginning, devoted himself heart and soul to the completion of the project, and he therefore deserves the lion's share of the credit. (Applause.) Now let me explain what the project is, and how it originated. Early in 1914 the gracious lady whose name this Institute is to bear, Lady May, interested herself in the movement for the foundation of a hostel for women, the need for which had long been felt, and Mr. Kadoorie, on his own initiative, made his first generous offer which brought the scheme at once within the range of practical politics, stipulating only that if the funds required were secured and a building were erected, it should be called after Lady May. (Applause.) He felt, as we all feel, that in asking her to allow her name to be associated with the Institute the honour was hers not to receive but to bestow. (Applause.) In fact, we are all glad that an opportunity has been thus afforded of bringing into existence some tangible and permanent manifestation of the high esteem and affectionate regard in which her Ladyship is held in this Colony—(applause)—and I venture to think that this handsome building upon the portal of which her name is to remain in perpetuity, bids fair to be emblematic of her all-embracing sympathy and kindly concern for the welfare of every one with whom she is brought in contact. (Applause.) In its inception, no doubt the paramount idea was to provide headquarters for working women either resident, in, or passing through, the Colony, on the lines of similar places to be found in Colombo, Singapore and elsewhere in the East. But as the scheme took shape, and this site was found, it became clear that something rather more ambitious, and, at the same time, more comprehensive in its scope might with advantage be undertaken—an Institute that would offer to all alike opportunities of social intercourse, mutual helpfulness, improvement and recreation. I believe all formalities in connection with the legal transfer of the site and building to the "Helena May Institute for Women," with Lady May as the first President, have already been completed. The furnishing and equipment of the building have been considerably delayed by the difficulties of obtaining various articles from England under present conditions of shipping, but to all intents and purposes the Institute is now complete and ready for the purpose for which it is intended. It is a great pleasure to all of us who have been associated in its promotion to see the result of our efforts so satisfactorily attained, a result for which we owe a special debt of gratitude to our architect, Mr. Ram, and I now leave it to Mr. Kadoorie, to whom this special privilege undoubtedly belongs, to make the formal presentation of the key of the building to His Excellency Sir Henry May, whom it is our delight to honour. (Applause.)

Mr. Ellis Kadoorie, in handing the key to the Governor, said:—Your Excellency, I am proud to have the privilege of handing you this key, with which I ask your Excellency to be graciously pleased to open this Institute, which I

trust will realize all the anticipations formed with regard to it. I beg that your Excellency will keep the key as a souvenir of this occasion. (Applause.)

His Excellency remarked, amid much amusement:—I thank you, but in order to avoid any domestic trouble, I think I will ask Lady May to unlock the door.

The key was then handed to Lady May, who unlocked the door of the new building amid much applause.

Those present then passed into the large lounge, and, when as many as possible had been seated,

His Excellency said:—Ladies and gentlemen.—The Institute which Lady May has just opened has its origin in the Young Women's Christian Association inaugurated as far back as the year 1898 by the late Miss Eyre, a name familiar to us in Hongkong in connection with much good work for the benefit of women. The Association had no fixed place of abode till 1909, when it became possible to rent a room in Beaconsfield Arcade, where Bible Classes and needlework classes were held, and where members could go to read periodicals or to enjoy each other's society. In 1913 this room was closed, and for a time the association was homeless. Later in that year part of the top floor of Beaconsfield was secured, but before the end of the year it was lost, as the whole of the house passed into the hands of one owner. The Association then found refuge in the office of Mr. H. E. Pollock, K.C., who was absent on leave and kindly lent his room—(applause)—and in September, 1913, it sought refuge in two rooms in Queen's Road. In that year a scheme was initiated for establishing a Women's Institute on a larger scale, open to women subject to election by the Council. At the end of 1913 the sum of \$1,611 had been collected for this purpose, and the prospect of raising the large sum necessary for the success of the scheme looked exceedingly problematical, when Mr. Ellis Kadoorie came forward with the munificent offer contained in a letter from his solicitors dated the 22nd of January, 1914, which I will read, together with Lady May's reply, dated the 24th of January in the same year.

Hongkong, January 22nd, 1914.
Lady May.

Government House.

DEAR MADAM.—We are instructed by our client, Mr. Ellis Kadoorie, to inform you that he is willing to place a sum of \$15,000 (Hongkong currency) for the purpose of erecting a Women's Institute or Hostel in the Colony provided that within two years from this date an equal sum of money be raised. Our client considers that the building will cost at least the sum of \$30,000. The donation offered by Mr. Kadoorie is offered upon the express condition that the building shall be named and known as "The Helena May Institute" or Hostel, as may be decided, or, if you so wish, the building shall be designated under your Christian name and surname. Mr. Kadoorie requests us to add that if it be hereafter ascertained that a suitable building cannot be erected for the sum of \$30,000, and it is found that it will cost upwards of \$40,000, he will be willing to pay half the difference in the extra cost.—Yours faithfully,

(Sd.) JOHNSON, STOKES & MASTER.

JANUARY 24th, 1914.

Dear Mr. KADOORIE.—I have received Messrs. Johnson, Stokes & Master's letter of the 22nd January containing your most generous offer to give a sum of \$15,000 or perhaps \$20,000 to establish a Women's Institute in the Colony provided that within two years an equal sum be raised. You have made it a condition of your offer that the Institute should be named after me. As you are no doubt aware, I have for some years past been closely associated with the work of the Y.W.C.A. and I have no doubt it was the knowledge that this Association has no building of its own and is hampered by want of funds that prompted your kind offer. I therefore accept your generous offer, for which I and all those connected with the work I have mentioned are most deeply grateful. It is our intention that the Y.W.C.A. shall merge in due course into the new Institute, which will be managed on similar lines, and, at your generosity meets with response from others, with a much wider scope. I have, as you know, demurred to the new Institute, when established, being called after me, as I feel I have done no more than many others to merit distinction. But as you cannot be persuaded to waive this stipulation, I accept it with a deep sense of your kind thought in making it. I propose, there-

fore, that the new Institute be known as the "Helena May Institute for Women." I am sending your letter and my reply to the public Press in the hope that the publicity given to your offer may induce others to contribute towards the completion of the scheme.—Believe me, Yours sincerely and gratefully,

(Sd.) HELENA A. V. MAY.

After the acceptance of Mr. Kadoorie's offer the name of the Association was changed to that of the Hongkong Women's Institute. The rooms in Queen's Road were given up in May of the same year as being too hot in the summer months, and in October rooms were rented at Cragside, Paddar's Hill. In June, 1915, these rooms were given up and in August rooms were obtained rent free for a short time in Beaconsfield. These were vacated in October of the same year and since that date the Institute has had no habitation of its own until to-day. The frequent change of headquarters shows to what vicissitudes the Association and Institute have been subjected and proves the necessity for a fixed permanent abode. This the Institute now owes to the great generosity of some, and to welcome subscriptions from others, of our fellow-citizens. Our greatest benefactor is Mr. Ellis Kadoorie (applause), who has given no less than \$62,000 in all towards the building; the covering of the Albany Nullah, the laying out of the garden which lies behind the building; and the cost of the furniture. He has also presented the Institute with a portrait of Lady May from the brush of an Italian artist, Mr. Belisio. For this munificent gift we owe our heartfelt gratitude. For the building fund Mr. Ho Kom Tong has given the handsome sum of \$25,000 (applause), and Mr. Chan Kai Ming and Lau Chu Pak have given \$5,000 each (applause), while \$15,000 has been raised by gifts from 67 donors for an endowment fund, including \$2,000 each from Sir Robert Ho Tung, Mr. Ho Kom Tong and Mr. Lau Chu Pak, and \$1,000 from Mr. Ivor Gourgey. Our warmest thanks are due to these benefactors for their kindly interest and munificence.

The beautiful building which you find yourselves in to-day is well adapted to supply wants which have long been felt in this Colony. In the first place, we have at present eight bed-rooms available for women who are earning their living in this Colony, and for friendless women who may be passing through it, and we can provide four more bed-rooms if there is demand for them. The rooms will be attended by a Staff Committee of care will be taken that the hospitality of the Institute is not abused. Occupants can board in the Institute, and it is hoped that with this convenience there will be a steady demand for rooms on the letting of which the financial success of the Institute will in no small measure depend. The building comprises office, reading room, dining room, lounge, two class rooms, small library, and Matron's quarters. The constitution of the Institute provides ample scope for the religious and secular work of the women of Hongkong.

As its centre pivot there will be its religious life open to all but thrust upon none. A feature of the Institute will be its educational side under the charge of a Sub-Committee whose function it will be to arrange lectures and courses of study for which there may seem to be a demand among members. There will be a Social Committee whose duty it will be to arrange concerts and other social entertainments, and there will of course be the usual Sub-Committees to look after the internal economy of the Institute. The Institute has a small endowment fund. It is largely dependent, therefore, on its membership fees and on the rental it obtains for its rooms. A strong membership is therefore an urgent necessity, and I appeal to all women, eligible for membership, to join this Institute and to give it their help, financially and otherwise.

Ladies and gentlemen, the war has shown in a remarkable manner what splendid work women can do in directions hitherto closed to their energies. (Applause.) When peace is restored we may expect to see women taking a far greater share in our national life than heretofore. It seems opportune, therefore, that this Institute should be opened at this juncture, when it can usefully and fittingly form the centre of women's work in this Colony.

And now let me add one word of advice and encouragement. The management of this Institute is the largest enterprise that women in Hongkong have as yet been called upon to undertake. Your financial problem will not be the least of your difficulties. You may expect plenty of criticism, especially from those who will lack the knowledge to criticize usefully. I shall watch your work with an interest enhanced by the fact that honour has been done to my wife in calling the Institute by her name. And I am convinced that by the exercise of thrift, patience and unselfishness, which characterize women above men, your efforts will be blessed with a full measure of success. In conclusion, I would like to record the useful and hard work already done by the ladies of the Council and especially by the two Secretaries of this Institute, and to suggest that one of the first acts of the Council might be to place a small tablet in the building reciting the names of your principal benefactors. (Applause.)

A dedicatory prayer was then read by the Bishop, and a thanksgiving hymn was sung, after which those present made an inspection of the building. Tea was also served, during which entertaining selections were rendered by the Police Reserve Band.

HONGKONG BANKRUPTCY COURT.

AN UNDERTAKING.

In the case of A. M. Costa, the Official Receiver said that a debtor's petition was filed on June 1st, 1912, and debtor was adjudged bankrupt on August 12th, 1912. A first dividend of 25 per cent. was paid on July 18th, 1914, and debtor applied for his discharge, having at the time sufficient assets to pay 13 per cent. The discharge was granted upon debtor consenting to judgment, in the name of the Official Receiver, for an amount sufficient to pay 50 per cent. of the debts proved. Judgment was accordingly consented to in the sum of \$180 instalments of \$20 a month to be paid. Since that time two years ago debtor had only paid one instalment of \$20. He therefore applied for an order directing that payments of the monthly instalments be made by deducting them from debtor's salary.

Debtor, who was reprimanded by the Chief Justice for failing to adhere to his undertaking, said he was only earning \$80 a month, less 4 per cent., and he had a wife and small family. Upon promising to pay \$20 a month, however, debtor was given another chance. "If you do not keep this up," added the Chief Justice, "you will be brought into Court in another way."

ABSCONDING DEBTOR.

The Official Receiver applied for adjudication in the case of the Koon Tsi firm. At the last Court, he said, he applied for a rescission of the receiving order. Since that date a sum of \$1,600 had been paid in and debtor had absconded, having failed to make a statement of affairs or to attend for a preliminary examination. There were now sufficient assets to pay a dividend of about one per cent. and he therefore asked for adjudication.

Mr. Agassiz, who represented the petitioning creditor, asked for costs from the date of the receiving order down to the present time. He had been brought there twice on an application for rescission.

The Official Receiver opposed the application, stating that at the time the request was made for a rescission there was no objection. In order to protect the debtor assets had been paid in, as little as possible, as it was thought that would suffice to defeat the application for rescission.

Subsequently the application for adjudication was granted, and the question of costs was referred to the Registrar.

FALL IN YARN PRICES.

With regard to the Yee On Cheong firm, the Official Receiver applied for adjudication. The receiving order was made on November 28th, 1914. The firm dealt in yarn and opium, and they failed owing to the fall in the price of yarn during the last months of 1914. At the time the receiving order was made it appeared probable that certain monies could be recovered in an action. Finally, nothing was recovered on that action. There were assets which were just capable of distribution.

The application was granted.

A FRIEND.

As to the Luen Tung firm, the Official Receiver applied for a receiving order. At the last Court an application for a rescission of an interim receiving order was adjourned, and since then a friend of the debtor had stated that the debtor had deposited money with him and had paid him a sum of \$1,500, and this could be distributed among creditors.

The application was granted.

RED CROSS ENTERTAINMENT.

An entertainment will be given under the auspices of the St. John Ambulance Brigade at the Victoria Theatre on Oct. 12th. The programme will include songs, etc., by our leading local artists, selections by the Police Reserve Orchestra (by courtesy of Mr. Jenkin, D.S.P.R.) and selected "pictures." The proceeds will be added to those collected on "Our Day" (October 10th) in aid of the Joint Fund of the British Red Cross Society and the Order of St. John. Full details will be published later.

Aquatic Sports are also being organized for the Men's Companies of the Ambulance Brigade, to be held at the Victoria Recreation Club. Among the events will be a Team Race for a Shield presented by Mr. Ellis Kadoorie, a Life-saving competition (Challenge Cup presented by Sir Robert Ho Tung), Brigade Championship Race, Greasy Pole, and other popular events. There will also be a Race open to V.R.C. Members, another for H.K.V.C. Cadets, and an open event.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 9th September is as follows:—

	Receipts for week.	Aggregate receipts for 23 weeks.
This Year	\$15,849	\$34,713
Last Year	13,173	295,287
Increase	3,676	120,426

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FOR THIS WEEK ONLY
SPECIAL REDUCTIONS IN

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DRESSES,

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BOOTS,

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SHIRTS,

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[61]

An invaluable tonic for all cases of anaemia, sleeplessness, exhaustion, nervous dyspepsia, neurasthenia, effects of overwork.

VEGETABLE HAEMATOGEN.

Replaces easily all the blood preparations now in use, because it contains the BLOOD-SALTS and CHLOROPHYLL-IRON.

Does not contain ALCOHOL and animal PURINE BASES, which excite the nervous system.

Beware of expensive substitutes, which give a huge profit to the dealers.

Sold everywhere at \$1.50 per bottle.

Only genuine with this name:

HEE CRUYDEN-HUYZ.

Sole Agent: WILLEM HEYBLOM, Powell's Building.

[1016]

Wm. POWELL, Ltd.

PHONE 345.

PHONE 346.

SERGES,

GABERDINES

CHECKS.

FOR LADIES' COATS & SKIRTS AND DRESSES.

NEW GOODS, JUST ARRIVED

NEW ADVERTISEMENTS

NOTICE.

S.S. "AUGUST BELMONT."

NEITHER the Captain nor the Owners will be responsible for any Debts incurred by the Officers or Crew of the above vessel.

Hongkong, 12th September, 1916. [1133]

WANTED.

MASTER MARINER, LONDON CERTIFICATE, is open for employment as MASTER on China Coast or Foreign-going steamer.

Apply—
"X. Y."
Care of "Daily Press" Office.
[1135]

TO LET—FURNISHED.
For One Month or 6 Weeks.

"FUNGSHUI," Plantation Road.
Cheap rental.
Apply to—
LINSTEAD & DAVIS.
[1134]

ST. JOSEPH'S COLLEGE, MACAO.

THE above SCHOOL, situated in the healthiest part of Macao, will RE-OPEN on FRIDAY, 16th September, at 9 A.M. A sound education in English, Portuguese and Commercial subjects is provided.

Apply to the—
FR. DIRECTOR.
[1103]

ST. STEPHEN'S COLLEGE.

THE NEXT TERM will Commence on SATURDAY, 10th September, at 9 A.M. There will be an Entrance Examination on FRIDAY, 9th September, at 9 A.M. Rev. W. H. HEWITT, M.A., B.D.,
Warden.
[1130]

NOTICE.

I beg to inform the public that I have this Day Established myself as Watchmaker, Repairer, etc.

All work done on the Premises and all orders will have my careful attention.

JAMES STEER.
(late of CHS. J. GAUFF & Co.)
No. 4, D'Aguilar Street.
Hongkong, 1st September, 1916. [1080]

NOTICE.

SIEMSEN & CO.
H. A. SIEMSEN.
O. STRUCKMEYER.
P. DANIELSEN.
R. STUTZKE.

ANY persons having Claims against the above who have not already lodged same with the Liquidators are requested to present same to the Undersigned before 30th September, 1916.

ALEX. ROSS & Co.,
Liquidators of the above.
[1083]

G. R.

GOVERNMENT NOTIFICATION
No. 5, 192.

IT IS HEREBY NOTIFIED that SEALED TENDERS in duplicate, which should be clearly marked "TENDER FOR MEDICAL DEPARTMENT CONTRACT," will be received at the Colonial Secretary's Office until Noon of SATURDAY, the 7th October, 1916, for the Supply of Aerated Waters; Lodging and Clothing; Beers, Spirits, Wines, etc.; Spirit of Wine; Chemicals, Drugs, Surgical Instruments and Sundries; Furniture, etc.; Milk, etc.; Provisions; Sundries; and Washing (Schedules Nos. 1 to 10) required locally by this Department for the period of one year from the first of January next inclusive.

Applications should be made to the Colonial Secretary's Office for the necessary forms of Tender. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. T. C. JOHNSON,
Principal Civil Medical Officer.
Medical Department,
Hongkong 8th September, 1916. [1132]

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applications should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE and PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1919.

ON SALE.

ROUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1916.
Price \$7.50.
"HONGKONG DAILY PRESS"

AUCTION

PUBLIC AUCTION.

THE Undersigned has received Instructions to sell by Public Auction

(For Account of THE CONCERNED).

TO-DAY (WEDNESDAY),

the 13th Sept., 1916, at 11 A.M., at their Sales

Rooms, No. 8, Des Voeux Road, Corner of

Ice House Street.

A CONSIGNMENT OF

LADIES' HATS, FLOWERS, OSTRICH

FEATHER, &c.

"Superior Quality Goods."

Will be held to suit individual requirements.

On View day of Sale.

TERMS—Cash.

HUGHES & HOUGH,
Auctioneers.
[1131]

INTIMATIONS

HONGKONG AND SHANGHAI
BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that PROVISIONAL CERTIFICATE No. 43/713, dated Hongkong, 24th February, 1908, for One Share numbered 92518 Registered in the name of Miss SARAH DUNCAN FISKE, has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 30th September, 1916, a new Certificate for the Share will be issued and the aforesaid Provisional Certificate No. 43/713 will be thereupon treated by this Corporation as Null and Void.

By Order of the Court of Directors,
N. J. STARR,
Chief Manager.
Hongkong, 1st September, 1916. [1084]

SPEND YOUR
VACATION
IN
BAGUIO
(PHILIPPINES).

CITY Built on Fine Old Hills Swept by Cool and Refreshing Breezes.
5,000 FEET above SEA LEVEL.
65° F. AVERAGE TEMPERATURE.

Eight hours by Rail or Automobile from Manila.

[GOLF, TENNIS, POLO.

MOUNTAIN CLIMBING TO

ALTITUDES OF 9,000 FEET.

FINEST AUTOMOBILE ROADS

IN THE WORLD.

Automobile and Horse Race Tracks

FIRST CLASS HOTELS

For Information, address—

THE CITY SECRETARY,

BAGUIO, P.I.

or nearest Office of Pags-Ook & Son

[785]

MITSUBISHI GOSHI KWAISHA

(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

KISHIDAKE, YOSHINOTANI, HOJO,

NAMAZUTA, SAYO, KANADA,

SHINNEW, KAMIYAMA, BIBAI

AND OYUBARI COLLIERIES.

AGENT FOR SAKITO COAL.

HEAD OFFICE—

MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI,

KARATSU, WAKAMATSU, OTABU,

MUROGAN, HAKODATE, KOBE,

OSAKA, KURE, TOKYO, YOKOHAMA,

NAGOYA, TSUBUGA, VIADIVOSTOK,

HANKOW, PEKING, LONDON, NEW

YORK, SHANGHAI, HONGKONG,

HAIPHONG AND CANTON.

Cable Address—"IWASAKI"

Cables—A1, A.B.C. 5th Ed., Western Union,

and Bentley's.

Agents—

CHINKIANG—Messrs. GWARING & Co.

MANILA—Messrs. MACDONALD & Co.

SINGAPORE—Messrs. BROWN & Co., Ltd.

GLASGOW—Messrs. A. R. BROWN,

McFARLANE & Co., Ltd.

For Particulars, apply to—

K. KATO, Manager,
No. 2, Pedder Street Hongkong.
[618]

TO LET.

OFFICES at 2, Connaught Road.

HOUSE in CLIFTON GARDENS,
Conduit Road,
Nos. 1 and 3, WEST END TERRACE,
CANTON.
Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.
[32]

HOUSES TO LET

TO LET.

A SMALL OFFICE in Alexandra
Buildings. Cheap rental.

Apply—
"A."
Care of "Daily Press" Office.
[1117]

TO LET.

"MODREENAGH WEST," No. 42, THE
PEAK, from 1st November, 1916.

Apply to—
LINSTEAD & DAVIS.
[1109]

OFFICES IN HOTEL MANSIONS.

TO LET, from 1st October, 1916, Four
Large Connecting ROOMS on the
Third Floor of Hotel Mansions, facing Black
Pier. At present occupied by the Com-
mercial Union Assurance Company.
For particulars apply to—
MANAGER,
HONGKONG HOTEL.
[1090]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW
PEAK,
GODOWN, No. 111, Praya East, Storage
300 tons.

Apply—
M. J. D. STEPHENS,
18, Bank Buildings.
[1097]

TO LET.

From 1st November next.

FLATS in "EWO MESS," No. 8, THE
PEAK.

Apply, Property Office,
JARDINE, MATHLSON & Co., Ltd.
[1085]

TO LET.

A SMALL GODOWN in PRINCES
BUILDING.

For particulars etc., apply—
THE HONGKONG CENTRAL ESTATE
LTD.
[865]

OFFICE TO LET.

ONE LARGE ROOM on the Top Floor of
No. 2, Queen's Building.

Apply—
THORSEN & Co.
[999]

TO LET.

GODOWN in Duddell Street. Light and
Airtight. Offices overlooking Statue Square.
Moderate rent.

For rent and other particulars apply to—
"H."
Care of "Daily Press" Office.
[910]

TO LET.

From 1st May.

OFFICES, 2nd Floor, St. George's Build-
ings.

Apply to—
SHEWAN, TOMES & Co.
[518]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., Ltd.
[622]

TO LET.

NO. 4, DES VOEUX ROAD CENTRAL,
First Floor.

THE "COMMODOUS" DWELLING
HOUSE, with Office, Servants' Quarters, etc.,
No. 14, SHANHEE, CANTON, from 1st June, at
present in the occupation of the Imperial
Russian Consulate.

Apply to—
DAVID SASSOON & Co., Ltd.
[415]

TO LET.

TWO ROOMED FLATS in Nathan Road
Kowloon.

THREE ROOMED FLATS in Humphrey's
Buildings, Kowloon.

FOUR ROOMED FLATS in May Road
with every modern convenience, including
English Baths and Kitchen Ranges, Hot
Water and Water Carriage System. A few
Fists specially designed to accommodate three
bachelors at reasonable rentals. Immediate
possession.

FOUR ROOMED HOUSES in Gordon
Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCIAL
CO., LTD.
Alexandra Buildings
[1076]

TO LET.

NO. 5, MOUNTAIN VIEW, PEAK.

No. 12, BEACONSFIELD ARCADE
SHOP.

"ROSENEATH" No. 4, Hankow Road,
Kowloon.

No. 3, CAMERON VILLAS, 63, PEAK.

2 ROOMED FLAT to let at the PEAK.

KELETT GREST, 65, PEAK.

"GLENSHIEL" No. 141, Plantation Road,
Peak.

"HARTING" Austin Road, Kowloon.

No. 25, BELLIOS TERRACE, with
entrance on Conduit Road.

TWO GODOWNS, in Duddell Street.

No. 2, DES VOEUX VILLAS, 61, PEAK.
(Unfurnished).

No. 58, THE PEAK (CAMERON VILLAS).

Apply to—
LINSTEAD & DAVIS,
2nd Floor, Alexandra Buildings.
[35]

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E
QUALITY.



25 YEARS IN WOOD.

**A. S. WATSON &
CO., LTD.,**

WINE AND SPIRIT MERCHANTS

HONGKONG.

— TELEPHONE 616.

ACKNOWLEDGMENT.

Mr. S. Musso and Family tender their
heartfelt thanks to their friends for
their tribute to the memory of their
dear departed wife and mother.

[1130]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 13th SEPTEMBER, 1916.

THEY CRY "PEACE WHEN
THERE IS NO PEACE."

The plea for peace from the pen of
Mr. ISRAEL ZANGWILL, which we publish
in another column, is interesting
because it is advanced by one of the
aristocracy of intellect and expresses the
sentiments of a section—even though it
be a small section—of our fellow-country-
men. The first impression left upon the
minds of many of those who read it will
probably be that it is inspired by pro-
German sympathies, thinly disguised by a
veer of humanitarianism. We give
Mr. ZANGWILL, however, the credit of
honestly believing that which he writes
and of being animated by the single desire
to stop the terrible carnage which has
already gone on uninterruptedly for two
years without any sign of cessation. If
any man can read the description of
"hundreds of wounded men lying on
contested ground and screaming all
through the night" and not burn to end
the war instantly by any honourable
means, he must, says Mr. ZANGWILL, be a
devil—or a munition manufacturer.

Few people will quarrel with this asser-
tion, though they may think that scant
justice has been done to munition manu-
facturers. Differences of opinion will
arise only when we come to define the
meaning of the term "honourable
means." If we accept Mr. ZANGWILL's
pessimistic view of the probable result
of the war, it may be admitted that we
cannot logically dissent from the com-
promise which he advocates. He regards
the prolongation of hostilities as "a
gigantic gamble in life and treasure"
rather than as far-sighted statesmanship,
and therefore urges that we should not
play out the great war-game to the

ghastly end, when the pawns are flesh
and blood, but follow the custom in chess
when games have lasted overlong and
adjudicate on the positions, declaring a
victory for black or for white. This sug-
gestion takes a great deal too much for
granted, we fear, and shows that Mr.
ZANGWILL understands the temper of the
German people as little as he under-
stands that of the British. Despite the
stories of food riots and stop-the-war
demonstrations which reach us some-
times, it is suspected, through German
agencies anxious to lull us into a sense
of false security—neutral writers who
have travelled through Germany for the
purpose of ascertaining the true position
declare that the nation believes as firmly
as ever in ultimate victory and is united
in the determination to protect the
Fatherland from what it has been led to
regard as the unprovoked attack of jeal-
ous rivals. In spite of this, Mr. ZANGWILL
says: "I do not urge that we should
seek peace but that we should grant it."
Where is the evidence that Germany has
ever made the Allies any reasonable
offer? Her statesmen, it is true, have
approached several of the Entente Powers
in turn with the object of detaching them
from the Alliance, and have professed
their willingness to listen to overtures
which would leave them masters of the
situation. It is not, however, improbable
that, having shot their bolt without
success, when the conditions appeared to
promise them a speedy triumph, they
would be willing, now that superior forces
are arrayed against them, to revert to
the position which prevailed previous
to August, 1914, and wait for a
more favourable opportunity to resume
the offensive. The Allies, however, are
not so foolish as to allow Germany to
play the old trick of the clown in the
pantomime, who is prepared to challenge
anybody on the condition that fighting
does not start until he says "Stop!"
They have not seen the flower of their
manhood sacrificed, their lands devastated,
their trade paralysed, and their wealth
dissipated for years to come in order to
achieve a peace that would merely be a
time of preparation for further warfare.
Having gone so far, they cannot turn
back with the task which has been thrust
upon them unperformed; a betrayal of
the dead and an injustice to the unborn.
There is no idea of "annihilating Ger-
many," but there is an inflexible resolve
to annihilate German militarism, to re-
establish the Law of Nations, and to re-
assert the right of small States to follow
their own ideals. We shall not sheathe
the sword, which, in the words of Mr.
Asquith, "has not been lightly drawn,"
until these objects are fully accomplish-
ed. Further heavy sacrifices may be
necessary, but they will be borne cheer-
fully so far as they relate to material
things and resignedly so far as they relate
to human life. Happily, the indications
encourage the belief that the final act in
the tragedy is now being staged. The
Russian General Brusiloff declares that
"the game is already won and will end
next August"—three years from the com-
mencement, as predicted at the outset by
Lord KITCHENER. We all hope that it
may be so, for we long for peace as
 fervently as Mr. ZANGWILL and his dis-
ciples. It is, indeed, our love of peace
that prompts us to persist in war.

A mail for Europe via Siberia closes
to-day at 4 p.m.

The Colonial Secretary informs us that
Dairen has declared quarantine against
Canton and all South China ports.

The P. and O. Homeward mail steamer
Malva, with the Hongkong mail of the
28th July last, arrived in London on the
8th inst.

The P. and O. Homeward mail steamer
Kaiser-i-Hind, with the Hongkong mails
of the 11th ultimo, arrived at Marseilles
on the 10th instant.

As the result of being knocked down
and run over by a heavily-laden truck,
on Des Voeux Road, a Chinese boy has
been sent to the Government Civil
Hospital. He sustained such severe
injuries that his recovery is doubtful.

Mr. John Lennox, Assistant Superin-
tendent Engineer of the China Naviga-
tion Company in Hongkong, left for
Home yesterday on eighteen months'
leave. He is travelling via Siberia
in the hope of seeing his son before he
leaves for the front. Mr. Lennox already
has one son serving at the front. Previous
to leaving on the *Chenun*, Mr. Lennox
was presented with a travelling case by
his colleagues in the China Navigation
Company.

CORRESPONDENCE.

THE TIGER.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Sir,—It seems incredible that the party
which is looking for the tiger (if there is
such a party) is still unable to trace the
tracks of the beast. Why was the sergeant
who saw the animal yesterday not pro-
vided with a rifle?

I remember that when I was in India
they used to employ native jungle-beaters
with long poles in order to drive the
beasts out of their hiding places. This
should be done here. I am sure there
are plenty of these Indians who would
willingly undertake this task in return
for a generous remuneration. The Pea-
kites ought to organise such a party to
drive this perilous visitor from their
vicinity.

I am rather old now to climb the hills,
otherwise I would give a start myself.
Let the brave young folks come forward
and give the finishing stroke to "Mr.
Stripes"—Yours, etc.,
"NAPOLEON."

THE MILK ADULTERATION
CASE.AN EXPLANATION BY THE
COLONIAL SECRETARY.

We have received the following com-
munication from the Colonial Secretary,
and gladly publish it in justice to Mr.
Wood, whose decision, as reported, in
a case of considerable interest to the
public could only be viewed with surprise
and apprehension:—

In the issue of the *Hongkong Daily
Press* of to-day's date (13th September),
under the heading "Random Reflec-
tions," and in the *Hongkong Telegraph*,
of the 11th September, under the heading
"Jottings

THE WAR.

BRITISH SUCCESSES IN THE BALKANS.

DRIVING ENEMY FROM VILLAGES.

ROUMANIANS ASSUMING OFFENSIVE.

STILL HOLDING THE DANUBE.

RUSSIANS FIGHTING FIERCE BATTLES.

GREECE AND THE ENTENTE.

PREMIER RESIGNS.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

BRITISH TRENCH SUCCESSES.

LONDON, September 11th.

General Sir Douglas Haig, in a communiqué, states:—Two enemy counter-attacks at Ginchy were repulsed.

Small hostile detachments attempted an attack near Mouquet Farm and in the vicinity of Pozieres, and were driven off.

We entered enemy trenches at several places between Neuville St. Vaast and La Bassée Canal and took prisoners.

UNCHANGED.

LONDON, September 12th.

A communiqué from General Sir Douglas Haig states that the situation south of the Ancre is unchanged.

There was fierce hand-to-hand fighting at Ginchy.

PRISONERS TAKEN AT GINCHY.

Four officers and 101 men have been taken at Ginchy, making over 200 prisoners since our last report.

Our artillery and trench-mortars silenced an attempted trench-mortar bombardment north of Escliff.

There is nothing to report from elsewhere.

FRENCH ATTACKED WITH LIQUID FIRE.

PARIS, September 11th.

A communiqué states that the enemy delivered several attacks, accompanied by liquid fire.

EFFECTIVE AIR BOMBING.

Our aeroplanes bombed important military factories south of Bruges most effectively; also cantonnements and ammunition depots north of Somme, where violent explosions were caused; and an aerodrome at Sarrebourg, where serious damage was done.

FRENCH FRONT QUIET.

PARIS, September 12th.

A communiqué states:—Except for a rather violent artillery duel south of the Somme, in the Berny, Vermand d'Ouvillers and Chaulnes sectors, there is nothing important to report along the whole front.

FIVE ENEMY ATTACKS REPULSED.

A later communiqué states:—Five German attacks between Berny and Chaulnes were repulsed with serious losses.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

SITUATION UNCHANGED.

LONDON, September 11th.

A Russian communiqué states:—On the Western front the situation is unchanged.

FIERCE BATTLES IN THE CAUCASUS.

On the Caucasian front, on September 9th, fierce battles continued in the region of Ognet.

BANA OCCUPIED.

We occupied Bana, in the region of Sakiz, and we are pursuing the enemy.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

MORE VESSELS SUNK.

LONDON, September 11th.

The sinking of the following vessels is announced:—The British steamer *Leslie* and several Greek merchantmen.

[THROUGH REUTER'S AGENCY.]

VENEZUELOS CONGRATULATES ROUMANIA.

ATHENS, September 12th.

M. Venezolos has telegraphed the Roumanian Opposition Leader, M. Filipescu, congratulating Roumania upon her entry into the war.

GENERAL.

[THROUGH REUTER'S AGENCY.]

A KITCHENER WEDDING.

ONLY SON OF PRESENT EARL MARRIED.

LONDON, September 11th.

Viscount Broome, only son of the present Earl Kitchener, has married Adela, daughter of Major Monius, of Ringwood, Dover.

Lord George Hamilton, in a speech at the reception, mentioned the fact that the bridegroom's father, although a septuagenarian, was doing good work in East Africa.

MR. LLOYD GEORGE AT VERDUN.

PARIS, September 12th.

Mr. Lloyd George, who is visiting Verdun, was banquetted in the Citadel.

In a speech he stated that he was happy to meet the guardians of Verdun's inviolable walls. He paid a tribute to the devotion and tenacity of its defenders.

"Verdun has saved not only France but all humanity, which again turns to France to defend the great cause."

THE ITALIAN BATTLESHIP DISASTER.

ROME, September 11th.

Particulars have been published of the fire and explosion which occurred on board the Italian battleship *Leonardo da Vinci* on the 2nd August, whereby the warship sank, and 21 officers and 227 men lost their lives.

There are hopes of saving the warship. The fire broke out close to the magazine of the *Leonardo da Vinci*, which was anchored where there was no risk of an enemy attack.

The Commander ordered the flooding of the lower parts of the warship.

An explosion caused the battleship to sink in forty-five feet of water.

The complement on board was 31 officers and 1,150 men.

An enquiry was held and it was proved that the catastrophe was not due to an enemy attack or to defective explosives. Other possibilities of foul play are being investigated.

ALLIES' POWERFUL ARTILLERY.

TESTIMONY FROM THE GERMAN LINES.

NEW YORK, September 11th.

The Associated Press Correspondent with the German Armies cables as follows from the Somme:—The Allies' artillery preparation before the latest attacks shook windows at Cambria.

Some idea of what this inferno means may be obtained from the fact that troops going into the first line go prepared to hold out for a week without communication, while pigeon carriers have replaced telephones from the front to the rear, owing to the lines being regularly smashed up. Occasionally even pigeons fail.

TWELVE REASONS FOR THANKFULNESS.

The Bishop of Birmingham suggests 12 reasons why the nation should give thanks to God to-day:—

(1)—That we did not cause the war.

(2)—That we did act in the cause of justice and national righteousness when the demand was made upon us.

(3)—That we have fought cleanly.

(4)—That the desires of our enemies have not been realized.

(5)—That our manhood responded to the call.

(6)—For the union of classes in the land.

(7)—That the whole Empire has realized what Empire means.

(8)—That we have not suffered in this island, home from the temporal misery which has been the lot of other lands.

(9)—For the heroism of our soldiers.

(10)—For the grandeur of ideal which is now permeating the nation.

(11)—For the dawn of victory.

(12)—For the hope of the future.

COSSACKS IN HUNGARY.

A PANIC-STRICKEN POPULATION.

Some Cossack detachments succeeded in crossing the mountains into Hungary on July 14th, a fact which created a panic throughout the frontier towns and villages, and caused thousands of refugees to swarm down into the plains.

Proclamations and reassuring speeches had no effect on the scared population, who tell horrible tales of the fate of those left behind. The people also declare that the Russian Emperor visited Cernowitz the other day incognito, and that he has inspected the line throughout the Bukovina. The refugees have even heard that the Emperor personally distributed food and money among the starving children of the Bukovina population, a rumour no doubt arising from the feverish imagination of the starving people, who, having nothing to feed their bodies with, feed their minds with such dreams.

All kinds of sad and tragic stories are circulating among the refugees, as is always the case where misery exists. One of the refugees, a village notary public, who arrived driving his own waggon, tells an interesting story, very different from the stories usually told of Cossacks.

When in the mountains, he said, ten Cossacks appeared suddenly. One of them asked him: "Chich maytshi?" (Have you any bread?). The notary replied that he had not seen bread for days, whereupon the Cossack took a whole loaf from his bag and handed it over to him.

DEFENDING TROOPS' WEAKNESS.

The Russians are now occupying the positions which they held in January, 1915, before the general retreat began. The only hope left for the people of the frontier district is that the Russians will be unable to advance further, and will again be forced to retreat; but the nature of the present fighting suggests quite a different course; for while on the former occasion the German forces swarmed from the West to the Carpathians, to-day all the available troops in Germany are being hurried to the Western theatre of war, and the battalions which are available for the defence of the frontiers of Hungary are not nearly as efficient as those which stopped the Russian advance.

The Germans are being brought back to reinforce the defending armies, and the last available men in the country are being hurried to the Bukovina and Galicia, there to fight against impossible odds.

Meanwhile fantastic stories are in circulation not only in Budapest but throughout Hungary to the effect that the Russians are already in Maranoos-Sziget, that they have crossed the Carpathians at different points, and that the whole of Eastern Galicia is being rapidly evacuated. The truth, as far as one can gather, is that some Russian cavalry crossed into Hungary, but after pressing forward for some thirty miles rapidly withdrew, fighting continuously with detachments of gendarmes, and causing the panic-stricken population to flee.

The correspondents explain this flight by saying that a dozen Cossacks were enough to frighten and put to flight 100,000 women and children. These refugees greatly embarrassed the military authorities, who cannot supply them with accommodation. Moreover, they block the roads, so that military transports cannot pass, and thus in some districts in the mountains, where the roads are narrow and there is no room to pass, supplies are held up for days.

Throughout the Western Carpathians a state of muddle exists; there are no civilians to maintain order among the people, and the military are absolutely powerless in the matter. The greatest trouble of all is that the poor refugees are entirely without food; indeed, they beg bread from the soldiers who pass, and the soldiers share their scanty supplies with them. The difficulty becomes still greater, for the soldiers are also left without food. The cattle, which the people are driving before them, also have nothing to eat. On the mountain roads there is no grass, and the animals have to travel in some cases for forty miles before reaching the valleys, where they are able to graze. Journalists who have seen the exodus in the Bukovina region say that only the Serbian exodus could be compared with it. Everywhere the bodies of those who have died from exhaustion were to be seen, and often, beside them, were the carcasses of horses. In short, misery was visible in every direction.

A SAFEGUARD AGAINST GERMANY.

Germany has not accomplished, and never can accomplish, what she had in view—the subjugation of Europe—when she deliberately forced this war on the world. But she has brought about several things which most certainly she had not in view. She has ruined herself for generations to come and dishonoured herself for all eternity. She has made a military Power of England and is making a naval Power of the United States. For it is Germany's fiendish attack on civilization itself, (says the *New York Herald*) that has caused the Senate to adopt so rapidly a vast Naval Building Programme, entailing for the construction of 157 vessels of war at a cost of almost \$316,000,000 (1,580,000,000 francs). But for Germany's infamous invasion of Belgium and the contempt for the rights of weaker nations which she has shown, the programme adopted never would have seen the light of day. The German devastation of Belgium and the German terroristic campaign in the United States have opened the eyes of Americans of their defenceless condition and welded them together in a determination to remedy that perilous defect. It is significant that the Senate not only passed a measure reducing from five years to three the period originally set for the complete execution of the programme. As the committee report says: "The sooner we get an adequate navy the better." The work of getting one has been started. Less than ever after the war will Germany's maritime ambitions be realizable.

LABOUR AFTER PEACE.

DEPUTATION TO MR. ASQUITH.

OUTLINE OF POLICY.

A deputation from the triple industrial alliance—the Minors' Federation, the National Union of Railwaymen, and the National Transport Workers' Federation—was received by the Prime Minister in a Committee room of the House of Commons on August 3rd, and placed before him proposals for dealing with demobilization problems after the war.

Mr. Asquith said he and all his colleagues and the country recognized that the three great branches of industry represented by the deputation had contributed nobly to the necessities of the nation and the exigencies of the struggle, and it would show a want not only of gratitude but of justice on the part of the State for whom they had made these unprecedented sacrifices if the Government did not endeavour by every practical available means to secure that when the war came to an end and peace conditions were restored the men who had shown such a splendid example of patriotic sacrifice should be secured, as far as possible, against any form of suffering and unemployment.

On the other hand, they had the confidence, they who, to fill gaps created by enlistment, had taken the place of those who were gone and were carrying on the productive energies of the country—a work at least as essential as the other to the successful conduct of the war. In a word, all these problems gathered themselves into two—the reinstatement of those who had gone and the displacement of those who, for the time, stood in their places. He did not suppose that a more complex problem had ever presented itself to any nation.

"It is quite right," he added, "while the war still rages and peace, though we hope it is not very far off, is yet not immediately assured, that we should occupy such time and attention as we can spare from other matters for the daily prosecution of the war in forecasting the provision which has to be made, and ought to be made, well in advance for the resumption of our normal activities as a peace-producing and industrial community."

THE ALLIANCE'S PROPOSALS.

Dealing succinctly with the proposals of the deputation, Mr. Asquith said they were already taking steps to collect and classify the various war pledges, if he might so describe them, which had been given affecting trade union practices. So far as something like 4,000 controlled establishments were concerned, Part I. of the Munitions Act provided for the continuance of an arbitration machinery for the interpretation of these agreements for a year after the war, and the Government were carefully considering what machinery was required to dispose of differences of interpretation, if there be such, in agreements affecting other works and establishments. Speaking generally on this point, he wished to say that the pledges which had been given and the obligations incurred under them were in the view of the Government obligations of honour and indisputably valid, and nothing but the assent of all the parties concerned could vary them or dispense with their complete fulfilment.

With regard to the second proposal, that dealing with substitutes, he would point out that the principle embodied in it had already been recognized by the Government so far as persons engaged in munition work were concerned by the Bill which they had introduced for the temporary insurance of munition workers against unemployment. That would be found to apply to something like 1,600,000 workers. The Government would, of course, consider what, if any, were the appropriate means of applying the same principle to other industries which might be equally affected. The deputation must not assume that he was prepared to pledge the Government or the Legislature to the adoption of the precise proposal they made, that the displaced persons or substitutes should be provided with other work at standard rates or full maintenance. But the Government were acutely alive to the gravity of the problem; and, while he would hope that in the trades specially represented there would be no in practice so large a demand for labour that they might be able to absorb without substantial difficulty not only those who had left their employment for the services, but to a large extent those who had taken their places, there were undoubtedly other industries in which that would not be the case and in which it would be the duty of the Government to endeavour to provide some special emergency machinery to deal with the problem.

GRADUAL DEMOBILIZATION.

As to the next two proposals, it was quite obvious that the demobilization of the Army, whenever and under whatever conditions it took place, must for military reasons be a gradual process. The limitations of transport and depot facilities, apart from many other considerations, rendered that absolutely necessary. He doubted, therefore, whether there was any prospect—certainly there was no probable prospect—of what he might call a sudden glut of labour being thrown on the market at a moment's notice and without the possibility of gradual absorption. Here he would point out that from a military point of view the difficulty of discharging men according to their trades was very great; but the Government were very much alive to that point and were doing their best to consider it. Some degree of furlough on full pay must inevitably be granted at the end of the war; he did not see how they could deal with the problem at all otherwise. But what the precise length of the period should be was a matter more or less of detail, which would require discussion.

In regard to all these problems he would like to say that the Government had not

(Continued on next column.)

GERMAN FEAR OF THE ECONOMIC WAR.

ENGLAND WILL HOLD ALL THE RAW MATERIALS.

Even the *Jingo Taegliche Rundschau* is seized with panic when it thinks of the period after the war. In an article headed "England's economic war against Germany," it says:—

"We must exclude the possibility of a normal transition period after the conclusion of peace. Any economic peace is very remote because of England's determination to destroy our economic development and Germany's leading position, which is its condition. Not much difference in this respect will be made by our submarine transports. They will, it is true, bring over a large quantity of mails and some precious goods, but as they have only a tonnage of 700, they will never be able to satisfy our hunger by imports of goods en masse. All the while that the enemy's armies are bleeding on the Continent, England is gradually preparing behind the theatres of war an economic war, the aim of which is to make Germany economically dependent upon England, or at least to inflict permanent injury upon her."

"England knows that after this war Europe will need a long time to restore the balance of her forces and make up for the loss of human material and the damage to property. England herself will only endure her share of the loss so far as it suits her interest. When her Allies, bound by the London Agreement, not to make peace separately, are tired of fighting, she will consent to a military peace. During the period of peace negotiations England will be the spokesman of our enemies and will powerfully oppose us so as to rob us of the fruits of our battles."

"But already before the peace negotiations England will have taken care to establish a strong economic ring of the Allies, which under England's direction will strive to injure Germany's economic position permanently."

"The resolutions of the Paris Conference certainly justify these conclusions. England is doing her best to make the neutrals comply with her wishes, putting their economic position through a severe ordeal. The neutrals, having been pumped dry, will not be in a position after the conclusion of peace to supply Germany, as they will themselves have to import for their own country. Should, however, they agree to sell, it would only be for very high prices."

"After the military war, therefore, there will begin an economic war, the like of which the world has never seen before. England will make the greatest profit out of it, because it is she who will determine the moment for the beginning of the peace negotiations. Up to the conclusion of peace, however, she will have all the raw materials, and she will fix the prices thereof, so as with their help to win back the money lost through the war. Consequently the Central Empires will have to bleed for that end."

In face of this awful prospect the *Taegliche Rundschau* agrees that the only means of salvation is for Germany to do all its importing in the period after the war through State purchasing commissions, entrusted with full powers.

NEARLY A MILLION PENSIONERS.

During the year ending March, 1915, there were 160,379 claims made for old-age pensions, of which 105,058 were made in England. On the last Friday in March, 1916, no fewer than 887,238 persons drew the pension, and, with the exception of some 43,000, all were receiving the full 3s.

This is the highest number recorded, the total having gradually risen since 1909, when there were only 674,034 recipients. Some 41,000 claims were rejected by committees or on appeal.

Women pensioners exceeded men by nearly two to one—viz., 617,840 against 369,398 men.

up some time ago a Demobilization Committee—a strong, well-manned body, on which labour was powerfully represented—and the matter with all its complications was being most carefully examined and worked out by that Committee. At this moment it was out of the question to anticipate their final conclusions; but one thing they might be sure of—that whatever those conclusions might be they would have been arrived at after consultation with some of the best heads of the labour world and with full regard to the interests, not only of their own trades, but of all others.

IMPORTANCE OF LOCAL COMMITTEES.

Finally, there was the question of setting up registration bureaux to deal with the transition stage and the provision of maintenance for men unable to get employment on discharge. That question fell within the general purview of the Demobilization Committee. The Government hoped—he did not want to forecast what the precise form of the machinery resolved upon would ultimately be—that a highly important part in the demobilization arrangements would be played by local committees. It was absolutely essential that it should be done locally, and not centrally, by local committees on which labour would be strongly represented. The provision of unemployment insurance or some other form of benefit intended to meet the case of the ex-soldier through no fault of his own could not secure employment was now being investigated.

"I can only add," Mr. Asquith ended, "that any representations sent in to the Demobilization Committee by the trade unions will receive most careful and respectful consideration. That Committee will have the great advantage of studying the problems as a whole. It is actively at work, and I trust it will be able to set up in a very short space of time a machinery which can be brought into operation at the moment the war ends."

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PINKETTES

The inhabitants have been forced by threats, by violence, by executions, imprisonment and deportation, to make trenches, bridges, roads, and railways to work in factories and mines, to make sandbags for use in the trenches. They have been forced to work during inhuman hours for no pay, in conditions of the utmost misery, without food, without pay, to dig and to build, to suffer the punishment of the hands of the German drivers. They have been deported and carried off to work in the mines and factories of the Rhineland and Westphalia. But perhaps the most serious revelation contained in the latter part of the report, is that large numbers of civilians who were in Germany at the outbreak of war, and were interned, have been brought back to work immediately behind the German lines in

DOUGLAS HAIG.

SOME IMPRESSIONS.

URGENT VISITOR TO THE WAR.

history relates the story of the battles of the Somme, it will tell of Douglas Haig and his Staff had Headquarters in a modest dwelling, of which was still occupied by the who owned it.

THE ARMOURY OF A FIFER.

Exactly five and twenty minutes past each morning Sir Douglas joins his Staff at the usual informal breakfast of English life. Though he has selected his Staff without fear or favour from the best elements of the British Army, the elements of the British Army in the field there is something indefinably Scottish in the atmosphere of his table. The Commander-in-Chief is of an ancient family of the kingdom of Fife, so that the spear of our British offensive is tipped with that which is consistent to be more adamant than the granite of Aberdeen. Lithe and alert, Sir Douglas is known for his distinguished bearing and good looks. He has blue eyes and an unusual facial angle, delicate, chiselled features, and a chin to be reckoned with. There is a characteristic movement of the hands when explaining things.

Sir Douglas does not waste words. It is not because he is silent or unsympathetic—it is because he uses words as the uses soldiers, sparingly, but always with method. When he is interested in his subject, as in talking of his gratitude to and admiration of the new armies and their officers, or in testifying to the southern bravery of the German machine-gunners, it is not difficult to discern from his account that he is what is known North of the Tweed as a Fifer. A Fifer is one of the many types that have helped to build up the Empire, and is probably the best of all for dealing with the Prussian. First of all in the armoury of the Fifer is patience, then comes oblivion to all external surroundings and pressure, with a supreme concentration on the object to be attained.

While I was with the little family party at Headquarters there came news that was good and some that was not so good. Neither affected the Commander-in-Chief's attitude towards the war, or the day's work, in the least degree whatever. The day's work of the Army are put before the work each day with the frankness that is part of Sir Douglas Haig's own character. He is opposed to secrecy except where military necessity occasions it. He dislikes secret reports on officers. Those who visit him are treated with great candour and there is always a suitable selection of guests at Headquarters to bring variety to the meal-times of those who are engaged in the all-absorbing tasks. If they are interested in any particular part of the organization, medical, transport, artillery, strategy, they are invited to ask questions and, if possible, to suggest. In many large houses of business there is a suggestion-box in which the staff or employees are invited to put forward their ideas in writing. I do not know whether there is such an institution in the Army, but certainly all sorts of new ideas are discussed at the table at General Headquarters. In every case "It can be done," takes precedence of "It can't be done."

Nor, despite the fact that the Commander-in-Chief is a Cavalry officer, does he show any obsession with the arm with which the greater part of his military life has had to deal. Surrounded by a group of the best experts our Empire can provide, most of whom have had 24 months' war experience, he is in conference with them from morning till late at night. During his daily exercise ride he has one or other of his staff-experts with him. The wonderful system of communication established throughout the length and breadth of his zone, has led up to the whole military machine so effectively that information can be gained instantly from most distant and difficult parts of his line of operations or communications. In the ante-chamber of the Commander-in-Chief's small working room the telephone is rarely silent; and a journey into many parts of his Army proved to me that out of the two years' struggle have emerged men, and often very young men, able to do the Commander-in-Chief's bidding or to furnish him with what he desires. Out of the necessary chaos of a war that was unexpected, save by the Army and a few prescient students, have emerged Armies in which Scottish precision and courage, English dash and tenacity, Irish defence and devotion, Australian and Canadian fierce gallantry all play their proper parts. Sir Douglas Haig is fifty-four years of age. Many of his staff are greatly his junior. They are a grave and serious body of men who have inspired confidence from one end of the line to the other. They are not dull, there is plenty of familiar lading at the proper time. There is deep devotion and loyalty in their labours.

A TALISMAN OF STRENGTH.

It is said that most of them have aged little in their ceaseless round of work all anxiety, but they are all at a period of life when responsibility can best be borne. "War," says Sir Douglas Haig, "is a young man's game." He made this remark in regard to General French, the young army, of whom all at the front are so proud. A soldier who had fought in the first battle of Ypres spoke to me of the Commander-in-Chief—as follows:

"It was just when the Germans had broken our line and little parties of our men were retreating. At that moment Sir Douglas Haig, then commanding the First Army, came along the Menin road with a band of his own 17th Lancers, all as beautifully turned out as in peace time. They approached slowly, and in an instant our retreating men were gathered and followed him. In the event, the foresters attacked Gheluvelt, which had been taken by the enemy, drove them out, and restored the line. The Commander-in-Chief's presence was, and is, a talisman of strength to his armies."

On the last night of my visit to this little company I was walking with one

(Continued on next Column.)

EAST SURREY'S HISTORIC FOOTBALL.

COLONEL'S STORY OF THE EXPLOIT.

One of the footballs dribbled into action by the East Surrey Regiment in their attack on the German trenches at the beginning of the great advance was presented to the depot of the regiment, Kingston Barracks, on July 21, before a special parade of the troops at the depot, and of wounded soldiers from the military hospital.

Col. H. P. Treble, D.S.O., commanding the depot, said he had assembled the men in order that they might have the pleasure, with him, of witnessing the opening of a little parcel which contained a historic football of the regiment. Their gallant battalion, under the command of that day of Major Irwin, advanced in the attack on one of the villages. It was the scene of the heaviest fighting, and the battalion was opposed by the Prussian Guard.

As was well known now, the battalion was led out by the British trenches by Captain Nevill, and the signal for the advance was given by the kicking off of this football. With splendid gallantry, this and other footballs were dribbled under withering fire right up to the German trenches.

PLAYING A NOBLE GAME. In the early days of the war young men still played their football matches, while others looked on and cheered. To these they had appealed to come forward to serve their King and country. That appeal was not unheeded. The men came forward, and they had played a noble game in the defence of their King, country and families. The football field henceforth became the battlefield of this war, and to-day they were reminded by that football of how splendidly the game had been played.

If it were true, as the Duke of Wellington remarked, that the Battle of Waterloo was won on the playing fields of Eton, he thought it might well be said that this war was being won by our football heroes to-day. The ball was being carried forward, and he did not doubt that the goal for which they were fighting, the goal of victory and lasting peace, would finally be won.

"At no small cost," said Colonel Treble, "has this ball been dribbled up to the German trenches. It cost our gallant—battalion many killed and wounded, and the gallant officer who kicked it off himself fell in front of the German trenches. The care of this sacred emblem of the battalion's devotion and heroism has been entrusted to me by the commanding officer. In years to come it will be a fitting memorial of the devotion and sacrifice of the battalion, who played the game so well on that eventful day, and served so heroically our God, our King, and our country."

MILITARY COURTS BILL.

MR. LLOYD GEORGE'S APPEAL.

There was a long discussion in the House of Commons on Mr. Lloyd George's Bill to compel the attendance of civilian witnesses before and to enable civilian members to sit on military Courts of inquiry. Still, there was a good deal left unsaid. Mr. Lloyd George agreed that he had in view specific cases to be dealt with by the new procedure, but he only lifted the veil a little by saying that the object was to protect a young Irish Catholic soldier against an accusation which involved his honour.

Mr. Lloyd George, after explaining the technique of the Bill, said that it had been introduced because of circumstances brought to his notice very largely through the instrumentality of Sir Arthur Markham, to whose memory he paid a warm and much-cheered tribute. Those circumstances involved implications upon officers and others, and all the officers concerned not merely welcomed but courted inquiry.

The House responded by observing a scrupulous reticence. Now and again a member referred vaguely to "feminine influence," and one mentioned "certain lectures," but there was no attempt to prejudge the issue. The Bill was dealt with on its merits, and criticism was chiefly directed to the section which confined civilian representation on military Courts of inquiry to members of either House of Parliament. Mr. Lloyd George readily gave way on this point, and accepted an amendment providing that any civilian could be nominated for the task.

In a second and rather more illuminating speech Mr. Lloyd George said that the charges in question involved not only the honour of soldiers, but that of civilians. As a matter of fact, the circumstances presented to him appeared to show that the civilians were primarily the culprits. The matter was investigated by the Prime Minister, Lord Kitchener, and himself, and it had been decided that this was the best way of dealing with the matter. His hands were tied behind his back, and he begged members not to call for the facts. Still, he made it clear that the case he had mentioned was not the only one awaiting decision in which civilians were involved. In the end Mr. Lloyd George steered his strange Bill safely through the House.—Times.

of his circle in the gardens, watching the flashing of the guns, which looked like summer lightning flickering continuously. We had been talking of many things other than war, though the war was never out of our ears, for the throbbing was perpetual. It was late, for the warm night was a temptation to sauntering and exchange of views.

As we passed through the hall on our way upstairs the door of the Commander-in-Chief's room was open. We paused for a moment to watch him bending over the map on which the whole world is gazing to-day, the map which he is slowly and surely altering for the benefit of civilization and the generations unborn. He was about to begin his nightly vigil.

(Continued on next Column.)

THE QUESTION OF PEACE.

AN UNORTHODOX BRITISH VIEW.

[BY ISRAEL ZANGWILL.]

That a great imaginative artist, a glory of English letters, should be unable to read, is a curious and consoling fact. For it suggests that other critics who appear merely malicious may be similarly blinded by patriotic preconceptions. Mr. Phillips, from the many issues raised by my book, "The War for the World," selects two, and in both he has misread my text. He is not even quite proof against that conventional misreading of more important text than mine. "Cursed be the peacemakers," for they shall be called peace-makers. It all comes possibly from his imagining England to be my "land of adoption," and misreading into my "detachment"—that necessary factor of honest judgment—a non-English flavour. The fact is, I was born in London, swathed in the spirit of British freedom, while he—like Mr. Kipling—was born in autocratic India.

The imaginary heresies against which my kindly critic misdirects his indignation are (1) that I hold we ought to let Germany run amuck at her pleasure; (2) that the immediate peace I propose would be an "inconclusive peace," nay, tantamount to a German victory. But surely, when I say an affair, it is obvious I am not the internal organisation, which is her misfortune, and not that the external effects of this military mechanism can never become England's business. Would, indeed, that England had been "the England of our dreams," and had ridden about as a paladin, redressing human wrong. But a knight who stands idly by while Prussia robs Denmark of Schleswig-Holstein, while she tears Alsace-Lorraine from the bleeding flank of France, while she expatriates the Poles of her Polish provinces, and who only watches his lance when Belgium—his own buffer-State—is invaded, who even ignores Germany's prior passage through neutral Luxembourg or Russia's subsequent passage through neutral Persia, surely partakes more of Sancho Panza than of Don Quixote.

Mr. Phillips should really pick his quarrel with the Times, which declared self-protection the better part of our chivalry, or with Mr. Winston Churchill, who has just whispered to a shy Sunday paper that our Fleet began to prepare for possible war on July 28th, 1914, days before the Belgian question had even come up. I gladly concede—and particularly remarked in my book—that chivalrous enthusiasm for Belgium animated our first Volunteers. But that was the British people and foreign policy is, alas! the domain of a few Machiavellian despots, who interpret our generous ardour for the small nations as humbling, proud Persia in the dust and setting up poor little Russia on both sides of the Dardanelles. Mr. Phillips winces at my "pimprieks," but, inasmuch as the Archbishop of Canterbury will not hear of peace proposals because of our utter and unrelieved righteousness, a little pricking of such Christian complacency may be a necessary prelude to the re-establishment of peace on earth and the salvation of Europe.

THE REAL QUESTION.

For that is the real question. How much longer must the flower of England (and of Europe) be butchered and tortured? How much lower are Christianity and civilisation to fall? That the question of Peace is not agitating us day and night, that it is even boycotted or replaced by sterile Gallipoli investigations, that "true-born Englishmen" are discussing the eleven *revues* of London—this is a monumental example of what I have called "the levity of war politics." If any man can read the description given by Mr. Galsworthy in last week's *Observer* of the "hundreds of wounded men lying on contested ground and screaming all through the night" and not burn to end the war instantly by any honourable means, he must be a devil—or a munition manufacturer.

But is there any honourable means? Bloch, in his great work "Budushchaya Voina" (The Future of War), prophesied that war's only future was death, and already the critics who scoffed at my contention that Verdun illustrated the thesis are repeating that the Somme is a second Verdun. There are, indeed, thinkers who urge that a deadlock would be the best ending, since militarism would then be universally discredited. It would have shot its deadliest bolt everywhere, and effected nothing anywhere. But I do not even maintain that there is a deadlock—modern warfare is far more than the mere shock of arms—and my argument is unaffected, even if we get through on the Somme. I do not urge that we should seek peace, but that we should grant it. For, from the paralysed ports of Germany's extinguished world-commerce, from her millions of hungry homes and widowed hearths, one wail for peace goes up. Where is the proud Prussia that set out to capture Paris in six weeks? That triumphal march has been turned to a funeral march. But we are told Germany still holds large slices of enemy country, and will only make terms "on the basis of the war-map." Well, look at the war map. The globe, I was taught at school, is three-fourths water. And we hold that water. Germany, whose future was to have been on it, stands high and dry, like a stranded hulk. And against her conquests in Europe we hold her Colonies, territories far vaster and infinitely easier to hold.

It is the custom in chess when games have lasted overlong to adjudicate a victory for position and to declare a victory for black or for white. Why play out the great war-game to the ghastly end, when the pawns are flesh and blood? Can even a German beholding the vast forces now concentrated against Germany imagine that playing it out can give her a victory? The formation of Prince Wiedel's "League for an Honourable Peace" is sufficient answer—imagine a Russia sanctioning

(Continued on next Column.)

ALLIES' RESOLVE.

TO FIGHT UNTIL RIGHT HAS CONQUERED.

REPLIES TO THE KING'S MESSAGE. The King has received the following messages in answer to his telegram to the heads-of-the-Allied States on the second anniversary of the declaration of war:—

PRESIDENT POINCARÉ.

I found your Majesty's telegram to-night on my return from the battlefield where the British and French troops are fighting like brothers side by side. It is impossible to watch them at their task without having absolute confidence in the success of the great cause which they are defending in common. I thank your Majesty for your message, and I assure you that France, in spite of her losses and her sacrifices, is like Great Britain and the faithful Allies, determined to continue the war until right has conquered.

THE EMPEROR OF RUSSIA.

I thank your Majesty for your message on the second anniversary of this great war, and I heartily reciprocate the resolution you make in conjunction with our gallant Allies. I am equally determined that we in Russia shall make good the sacrifices which my brave troops and my people have given to a just cause, which will bring the reward we seek, and that the peace for which we fight shall be secured by a complete victory over our enemies.

THE KING OF SERBIA.

I share, from the bottom of my heart, the sentiments which your Majesty has been good enough to address to me on the occasion of the second anniversary of the war. I hasten to assure you with what satisfaction I receive this new witness of the inflexible resolve to achieve the triumph of the noble cause for which the precious blood of the brave soldiers of the Allies has run in streams.

THE KING OF ITALY.

I am deeply touched by the telegram which your Majesty sent to me on the occasion of the second anniversary of the day on which began the great struggle in which Great Britain and her Allies are participating. I fully agree with your Majesty in the unalterable decision to continue the struggle until the objects for which we took up arms are attained. I, too, have the firm conviction that the sacrifices so valiantly made by our troops will not be in vain, but will assure the existence of liberty and justice.

THE EMPEROR OF JAPAN.

Your Majesty's welcome message on the second anniversary of the commencement of the war has impressed me very deeply. After all the trials of the great defensive battle, the indomitable armies of the Allies are now marching forward steadily and successfully on all fronts, and I beg your Majesty to believe that I am entirely in accord with you in the strong determination to carry on the struggle until our common cause for right and freedom shall have been fully vindicated.

THE EMPIRE'S DETERMINATION.

Telegrams received from Australia, Canada, Newfoundland, New Zealand, South Africa, India, Egypt, and Malta all bear testimony to the unanimity of feeling throughout the Empire with regard to the prosecution of the war to a victorious conclusion.

The Governor-General of Australia has telegraphed to Mr. Bonar Law Australia's unalterable determination to continue her efforts, her deep appreciation of the great sacrifices and heroic efforts made by Great Britain and the Allies, and her confidence in complete victory, and Sir Robert Borden, the Prime Minister of Canada, in a speech at Montreal declared:—"For two years we have fought and prepared. This third year we shall fight in good earnest. I for one do not doubt that our cause is assured." M. Rodolphe Lemieux, representing Sir Wilfrid Laurier, said:—"On behalf of the French-Canadians, I say a thousand times No, there can be no thought of neutrality or peace while the enemy is in Belgium, France, or Serbia."

Overlooking the anniversary meetings throughout the Union of South Africa reaffirmed the determination to carry the war to a successful issue. Glowing references were made in all the speeches to the glorious stand of the South Africans in Delville Wood against Germany's choicest troops. Services were also held in all the churches.

At St. Johns, Newfoundland, a public meeting, representative of every section of the community, unanimously adopted resolutions pledging the Colony's unswerving support in continuing the war until the Allies could dictate peace. All business was suspended for two hours to enable every citizen to attend similar meetings in all other parts of the colony.

Our Bombay Correspondent states that intensive services were held throughout India. Reports from many centres indicate that Hindus, Parsis, and Mahomedans met at their temples and mosques to offer prayers for victory.—Times.

such a League in 1870! Why, the Germans had given up the hope of victory, even by Christmas, 1914. Writing in those days from America to *The Daily Chronicle*, Mr. Jerome reported the conversation of a prominent financier in touch with German feeling: "The Allies could get all they wanted in reason now." (He was very insistent on the words "in reason.") "Why go on piling up ruin and misery for no object? You will not annihilate Germany. At the end of three years you will only obtain from her what she is willing to grant now. Why not take it now?"

That Germany will now accept any terms "in reason" is certain. Those who profess to doubt this must explain why they refuse to put it to the test. It would be so simple to go on fighting, if she asks too much. Is it that they fear we should then be provided with a standard by which to measure the ratio of our further sacrifices to our additional gains, and by which—when peace is signed—the year or five years hence—to gauge if the prolongation of the war was a frightful statesmanship or a gigantic gamble in life and treasure?—Daily Chronicle.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATJAP	JAVA & MACASSAR	in port	17th Sept.	KOBE
TJIBODAS	KOBE	21st Sept.	23rd Sept.	JAVA & MAKASSAR
TJIKINI	AMOY	21st Sept.	23rd Sept.	JAVA
TJIPANAS	JAVA	25th Sept.		

* Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
Yok Building, 1st Floor. Telephone No. 1574.

JAVA-PACIFIC LINE,

OF THE JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.
Subject to Change Without Notice.

S.S. "TJISONDARI"	12th October.
S.S. "KARIMOEN"	11th November.
S.S. "TJIKEMBANG"	18th December, 1917.
S.S. "ABAKAN"	11th January.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon. Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to
JAVA-CHINA-JAPAN LIJN,
MANAGING AGENTS.

Yok Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

NOV. 11 - JAN. 18, 1917.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street. (628)

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC., OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING-HONGKONG-MANILA-SHANGHAI-YOKOHAMA.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and landed at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. COOK'S "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World, will be forwarded free on application. CHART OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Shipbuilders, Sailors, Boatmen, and Mechanical Engineers. Electric Cranes lifting Vessels up to 500 tons. SHIPS, ENGINES, BOILERS, MOTORS.

TAIKOO DOCK

Agents for John I. Thornycroft & Co. Limited, Hongkong and may be seen by appointment.

Mr. Robert H. Messers, Thornycroft's Representative, is at present in Hongkong and may be seen by appointment.

Address: "TAIKOO DOCK" Telephone 919.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong 20th September. PROPOSED SAILING Connecting with "KATHIAWAR" From Colombo 17th October.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING From Hongkong S.S. "SALAMIS" 30th November. For Rates of Freight and Passage, apply to— THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice. For rates of freight and further information apply to—

THE BANK LINE, LTD. GENERAL AGENTS.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

NEWORWANG ... "HANYANG" ... On 13th Sept. 3 P.M.
SHANGHAI ... "SINKIANG" ... On 14th Sept. 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN ... "KUEIKHOW" ... On 14th Sept. 4 P.M.
SHANGHAI ... "ANHUI" ... On 17th Sept. 10 A.M.
HOIHOW, PAKHOI and HAIPHONG ... "KAIPOH" ... On 17th Sept. 10 A.M.
MANILA, CEBU and ILOILO ... "CHINHUA" ... On 19th Sept. 4 P.M.

DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANDU" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN". Excellent Saloon accommodation. Amplest of Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN". SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS. "ANHU" "CHENAN" "LUOW" "KINGHOW" "SHANTUNG" and "SINKIANG" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in saloons and cabins and excellent cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. Occupying at 9 to 10 Days.

STEAMSHIP CAPTAIN LEAVING
"HAIYAN" ... Capt. J. S. Thomson ... THURSDAY, 14th Sept., at 4 P.M.
"HAIHONG" ... Capt. J. W. Evans ... TUESDAY, 19th Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Bluff Point).

For Freight and Passage, apply to— DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS. EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to DAVID SASSOON & CO., LTD., AGENTS.

P. & O. S. N. CO.

ROYAL MAIL SERVICE UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO MARSEILLES AND LONDON, TAKING PASSENGERS AND CARGO TO STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail Str. from Colombo	Due at Marseilles 1916	Due at London 1916
NAMUR	Sept. 24	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MOIRA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	"MONGOLIA"	Dec. 17	Dec. 24
MALTA	Dec. 1	"MALWA"	Dec. 31	Jan. 7
NANKIN	Dec. 15	Through Steamer	Jan. 17	Jan. 26

* Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS.	Leave Hongkong About
SARDINIA	THURSDAY, 14th September.
NOVARA	SATURDAY, 23rd September.
NORE	SUNDAY, 8th October.
NYANZA	SUNDAY, 22nd October.

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment), IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Leave Suez	Due at Marseilles	Due at London
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to E. V. D. PARR, Acting Superintendent.

NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	\$ MIYAZAKI MARU	10,000	SUNDAY, 19th Sept., at Noon.
	\$ KITANO MARU	16,000	THURSDAY, 5th Oct., at Noon.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	\$ SADO MARU	13,500	TUESDAY, 19th Sept., at 4 P.M.
	\$ SHIDZUOKA MARU	12,000	WED'DAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE via MANILA, BANGALUA, THURSDAY ISLAND, TOWNVILLE & BRISBANE	\$ TANGO MARU	13,500	WED'DAY, 13th Sept., at 4 P.M.
	\$ NIKKO MARU	9,000	FRIDAY, 13th Oct., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and BANGALUA	\$ TOSA MARU	10,000	MONDAY, 26th Sept.
BOMBAY via SINGAPORE, MALACCA and COLOMBO	\$ YETOROFU MARU	9,000	WED'DAY, 13th Sept.
SHANGHAI, MOJI & KOBE	\$ BOMBAY MARU	8,000	SATURDAY, 23rd Sept.
SHANGHAI, KOBE and YOKOHAMA	\$ COLOMBO MARU	8,000	WED'DAY, 20th Sept.
NAGASAKI, KOBE and YOKOHAMA	\$ AKI MARU	13,500	FRIDAY, 13th Oct., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	\$ HIRANO MARU	16,000	TUESDAY, 19th Sept., at 10 A.M.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON. \$ STOKUYAMA MARU Capt. Nakamura 16,000 Beginning of Oct.

5 Wireless Telegraphy. For Further Information apply to— NIPPON YUSEN KAISHA, E. MORI, MANAGER.

TELEPHONE Nos. 92 and 293.

TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
ANYO MARU	18,500 — 15 knots	WED., 20th Sept. Noon.
PERIA MARU	9,000 — 14 knots	THURS., 21st Sept. 10.30 A.M.
TENYO MARU	22,000 — 21 knots	WED., 4th Oct., Noon.
NIFFON MARU	11,000 — 15 knots	TUES., 17th Oct., 10.30 A.M.
SHINYO MARU	22,000 — 21 knots	WED., 1st Nov., Noon.
SIBERIA MARU	18,000 — 18 knots	THURS., 5th Oct., Noon.
KOREA MARU	18,000 — 18 knots	SUN., 15th Oct., Noon.

1st Via MANILA, Omitting Shanghai. 2nd Proceeding to South American Ports. 3rd Omitting Manila, and Shanghai. FIRST CLASS TO LONDON £71.10. RETURN (6 MONTHS) £120. " " " NEW YORK £60. " " " SAN FRANCISCO £45. " " " 268. Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc. ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway. Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO. TRANS-ANDAN ROUTE TO BUENOS AIRES. ANYO MARU 15,500 15 knots WED'DAY, 20th Sept. For Full Particulars as to Passage and Freight, apply to— T. DAIGO, AGENT, King's Building, [213]. TELEPHONE 291.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI. FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD For SHANGHAI, KOBE and PAUL LECAT ... On 13th Sept. at 5.30 P.M. YOKOHAMA ... CORDILLERE ... On or about 24th Sept. HOMEWARD Marseilles via HAIPHONG, TOURANE and SAIGON ... On or about 25th Sept. (Without Transshipment)

Subject to immediate alteration without notice. ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY. Return Tickets to Europe available two years. Return Tickets to Intermediate Ports available six months. For further particulars apply to— P. THOMAS, AGENT, QUEEN'S BUILDING. TELEPHONE 740.

O. S. K. OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE. For VICTORIA, SEATTLE and TACOMA. Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA. "MANILA MARU" ... THURSDAY, 14th Sept., at Noon. 1st Omitting Manila, Shanghai and Nagasaki. 2nd Omitting Manila and Moji.

BOMBAY LINE. For BOMBAY, via SINGAPORE, PORT SWETTENHAM, AND COLOMBO. "SAIGON MARU" ... T. Yamaguchi ... THURSDAY, 28th Sept., at 7 A.M. "LUZON MARU" ... FRIDAY, 6th Oct., at 7 A.M.

JAVA-LINE. For MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, AND BATAVIA. "YERIMO MARU" ... Y. Funeso ... MONDAY, 2nd Oct., at 10 A.M.

FORMOSAN LINE. For TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY. "OTTOWA MARU" ... WED'DAY, 13th Sept., at 8 A.M. "AMAKUSA MARU" ... SUNDAY, 17th Sept., at Noon. 1st Omitting Tamsui and Keelung. 2nd Omitting Anping, Takao and Tamsui. These Formosan Liners will arrive at and depart from the Soon Tze Wharf, near the Harbour Office. For FURTHER INFORMATION, apply to— H. YAMAUCHI, MANAGER, No. 1, Queen's Building.

TEL. Nos. 744 and 745.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA. SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	16th Sept.	On 4th Oct., 11 A.M.
ST. ALBANS	21st Oct.	On 10th Nov., 11 A.M.

All Steamer are fitted with wireless telegraph. The 12 Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans & duly qualified Doctor and Stewardess are carried. For further particulars, apply to— GIBB, LIVINGSTON & CO., AGENTS.

